

STORIES of New Jersey

she had taken on board several dummy wooden projectiles made to fit the 8-inch dynamite gun mounted in the bow. From a distance these dummies looked very real, so real that when a Navy tug came to look for the submarine, some workmen at the shipyard told the tugboat captain that they had seen the Holland load up with projectiles and set off down the river. At full speed the tug went in pursuit. An all-day search of New York Harbor and the port of Perth Amboy revealed no sign of the suspect; but the Viscaya was still intact, so the tug returned to report the disappearance of the submarine and no harm done. Several days later, quite innocent of the commotion it had aroused, the little Holland was discovered tied up in the Perth Amboy docks.

At that time Holland had not yet tested the submerging ability of his latest model. The first test took place on March 17th. It was not, however, until April 1900, after several gruelling tests off Sandy Hook and Long Island, that the Government authorized the purchase of the Holland.

On one of these tests, in June 1899, Clara Barton, the founder of the American Red Cross, was on board as a guest. As they ran for 2 miles under 15 feet of water, Holland explained the mechanical devices and described the probable effect of the torpedo. If he expected any approbation from his guest he was sadly disappointed, for Clara Barton in no uncertain terms expressed her dismay that a civilized American should be guilty of inventing such a deadly instrument. Holland hastened to explain that he was confident that if all nations were equipped with submarines war would be no longer possible.

In December 1899 the Holland was taken to Washington, D.C., for exhibition runs up the Potomac River. Because of rough weather it was decided to take the inside passage from Perth Amboy through the Delaware and Raritan Canal to Bordentown, down the Delaware to Delaware City and through the Chesapeake Canal to Chesapeake Bay and on to Washington.

All along the route people turned out in crowds to see this new wonder. At Bordentown, where the submarine came through the locks of the canal and entered the Delaware River, public school children were dismissed and many of the stores were closed.

A few months after the successful demonstration at Washington, the Government ordered six more submarines. The following year Great Britain, Russia and Japan placed their orders.

John Holland made an unquestionable success of his invention, but he utterly failed to promote peace. Realization of this final failure was spared him by his death on August 12, 1914, at the opening of the World War. If they both had lived, perhaps Clara Barton would have reminded him of her words on that June day in 1899.

BIBLIOGRAPHY

- Romance of the Submarine: G. Gifford Jackson, Lippincott and Co., 1930
Birth and Development of the Submarine: Frank Cable, Century Co., 1918