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FUTURE MARINE TRAVEL

Value of the Submarine Boat In Peace and War.

OBSERVATIONS OF J. P. HOLLAND.

Famous Inventor Tells How Chops of the British Channel Will Cease to Have Terrors For Landsmen When Submarine Boats Are Used. Their Value In Warfare.

John P. Holland, the inventor of the submarine torpedo boat Holland, recently proclaimed his view in a lecture at the Carnegie lyceum that in the course of a few years submarine vessels would supplant surface craft for short journeys by water, says the New York Times. In the course of his lecture Mr. Holland said:

"Submarine boats may be employed for sponge or pearl fishing, wrecking, chartmaking, as ferryboats and as vessels of war. We have been so busy up to this time in getting a hearing for the submarine boat as an engine of war that we have overlooked almost entirely her future usefulness in the pursuits of peace.

"As soon as men overcome their fears and learn to go down beneath the water as they now skim its surface the progress of the submarine boat in commerce will be rapid. Within the next ten years we shall have made more progress in submerged navigation than has been made in the 300 years that have just passed. Within that period I expect to see submarine boats engaged in regular passenger traffic.

"For transatlantic travel submarine boats will never be possible commercially. For short trips the submarine boat offers commercial advantages that will render it a dangerous rival of the surface sailing vessel, if indeed it does not drive the latter entirely out of competition in certain waters. Take, for example, the trip across the British channel. No other water journey causes an equal amount of suffering. The most hardened traveler becomes seasick there. Fogs and heavy traffic are constantly causing collisions. The submarine boat will remove all these objections.

"There will be no seasickness, because in a submerged boat there is no perceptible motion. There will be no smells to create nausea, for the boats will be propelled by electric power taken from storage batteries. There will be no collisions, because the boats will travel coming and going at different depths, say, one at 40, the other at 60 feet. The water overhead may be crowded with small craft, but the submarine boat will have a free, unobstructed course. She will be kept absolutely true to this course by means of cables running from shore to shore. On these cables will run automatic steering gear attached to the submarine boat. Storms and fogs will have no existence for the traveler, for weather has little effect upon the water at the depth at which she moves.

"The appointments on such a vessel may be finer than anything on the surface. The passengers will enter a handsomely fitted cabin at Dover. Electric lights will make it cozy and bright. Neither the cold of winter nor the extreme heat of summer will be felt. Almost without jar the boat will put off from her dock on the English side. Practically no vibration will be felt from the smoothly running machinery. Before the traveler fairly realizes that a start has been made the boat will be fast at her dock at Calais. This is no dream. It is simply the forecast of a trip that I expe[illegible] to take myself some day."

Mr. Holland told of the perfection of development of recent submarine vessels for the purpose of war and then continued:

"When the first submarine torpedo boat goes into action, she will bring us face to face with the most puzzling problem ever met in warfare. She will present the spectacle, when used in attack, of a weapon against which there is no defense. You can send nothing against the submarine boat, not even itself. You cannot fight submarines with submarines. The fanciful descriptions of the submarine battles of the future have one defect—you cannot see under water. Hence you cannot fight under water. If you cannot run away, you are doomed. Wharfs, shipping at anchor, the buildings in seaport towns, cannot run away. The sending of a submarine boat against them means their inevitable destruction.

"Tomorrow, if we had a fleet of submarine boats big enough, they could protect New York harbor against an attack by the combined fleets of the world. But our shipping and our city would still be at the mercy of the enemy if they had only one submarine boat, manned by a fearless crew of experts. You could not mine against her, for she would countermine. You could not close the harbor against her even with a network of torpedoes and chains stretched across the Narrows reaching from the surface to the bottom of the channel. From a safe distance she could send a torpedo against the network that would blow it to pieces, giving her all the passageway she wanted to go in and out. You could not chase her with a fleet of your own submarine boats, because you could not find her under water.

"How the menace of the submarine boat is to be met nobody has at this time been able to say. All are agreed, however, that in one direction at least she will forever remain unconquerable. She will make a close blockade impossible."

A Raging, Roaring Flood

washed down a telegraph line which Chas. C. Ellis of Lisbon, Ind., had to repair. "Standing waist deep in icy water," he writes, "gave me a terrible cold and cough. It grew worse daily. Finally the best doctors in Oakland, Neb., Sioux City and Omaha said I had consumption and could not live. Then I began using Dr. King's New Discovery and was wholly cured by six bottles." Positively guaranteed for coughs, colds, and all throat and lung troubles by Chapple Drug Co. Price 50 cents.

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