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ΘΙΑ ΘΙΑΡΘΑΘΙΗ, ΣΑΜΑΙΗ 19, 1914.
Thursday, November 19, 1914.

Λεατ-πίζιηη.
One Halfpenny.

EMDEN AUXILIARIES AT LARGE.

The schooner "Ayesha" and the collier "Exford," manned by portion of the crew of the "Emden," who are armed with rifles and maxim guns, are announced to be at large in the Indian Ocean. When the "Sydney" arrived and overcame the "Emden" the German officers and sailors who were ashore seized the "Ayesha" and sailed off in her.

"LAW" IN IRELAND.

WAR UPON WOMEN.

Miss Pollie O'Leary, of Kilgarvan, Kerry, was arrested last week on the information of a man named Robert Campbell, of Ashgrove Mills, Kenmare, for handing him a copy of a handbill on which was reprinted the advice of the "Liverpool Weekly Post" to Englishmen to stay at home and capture German trade, while Irishmen went to the war.

Miss O'Leary, who is a member of a well-known family, was marched to the local police barracks, where she was searched three times. She was then placed in a cell where she was kept for five hours awaiting the arrival of the Castle Removable, Mr. Wynne, who heard the case in the lock-up.

Robert Campbell deposed that he saw Miss O'Leary hand a leaflet to Mr. "Jerh. Sylvie" Sullivan, the Chairman of the Kenmare Board of Guardians, and that he observed the heading was "England expects every Irishman to do her duty." Mr. Campbell thought it meant that every Irishman should fight for England at first, and he offered to shake hands with Miss O'Leary. She refused till they read further. When Mr. Sullivan and Mr. Campbell finished reading, Mr. Sullivan said he did not agree with it as he believed Irishmen should now fight for England as Mr. Redmond had got Home Rule. To this Miss O'Leary replied that no Irishman except a shoneen would speak like that, and she asked why should Irishmen shed their blood for paper Home Rule, and that Mr. Redmond had betrayed Ireland.

Miss O'Leary demanded a public trial, which was refused, and she was ordered to give bail or go to prison for three months. She was then locked up for the night and left without a bed to sleep on. In the meantime the R.I.C. entered Miss O'Leary's house and searched it for "incriminating documents." Nothing was found.

GERMAN NAVAL STRATEGY.

The New York "American" reports from a correspondent in Germany that the German naval plan is to deal a sudden and decisive blow at England, which it is believed will end England's part in the war. The German naval staff are stated to know from day to day the location of practically every British warship, and the state of the English coast defences.

The Dublin Trades Council on Monday night decided unanimously that its officers and members of the Executive should attend at the Manchester Martyrs' Celebration to be held on Sunday next.

PORTUGAL AND GERMANY.

It is reported officially in Lisbon that German troops have entered Portuguese West Africa, and that Portuguese reinforcements have been sent thither.

The Portuguese Parliament reassembles on Monday. Arrests of the Royalists and other opponents of Portuguese participation in the war against Germany continue to be made. The Bishop of Guarda, who was arrested on a charge of conspiracy, has been found not guilty, but ordered to be banished from his diocese.

CAPTURED COAL VESSELS.

Protest by the Charterers.

As a result of the seizure by a British warship of two vessels laden with coal for Mexico, Messrs. J. J. Moore & Co., of San Francisco, the charterers, have made formal protest to the United States Secretary of State. The steamers involved are the "Lowther Range" and the "Bankdale," which were seized by the British cruiser "Newcastle," recently sent to Esquimaux. Not only, it is alleged, did the "Newcastle" intercept the "Lowther Range," but the cruiser bunkered herself at sea from the coal in the "Lowther Range's" holds. Lawyers acting for the charterers say: "The capture of these two British vessels seems an absurd thing. Do they think two Englishmen, captains of the ships, would lend aid to the enemy by transporting coal for German warships? George E. Gundry is in command of the "Lowther Range" and W. T. Hall of the "Bankdale." Both are loyal British subjects."

"LA CORRIENTA."

This fine steamer of Messrs. Houlder's (8,529 tons gross and about 14,000 tons cargo) is fitted with two big guns, and is now so much overdue that only nominal quotations for re-insurance on her for war risks of 90 guineas are quoted. Lloyds' underwriters think she has met the German armed liner "Kronprinz Wilhelm," or another German armed liner. The "Kronprinz Wilhelm" was the armed German liner that sank the British ship "Indian Prince" early in the war. "La Corrienta" was on passage to Liverpool from The Plate with a cargo of meat, etc.

GERMAN AUXILIARY CRUISER INTERNED.

The armed merchant cruiser Berlin, which is at Trondjhem, Norway, has accepted internment and has been disarmed.

COLAISTE COMHGHAILL, BEALFEIRSE.

The Committee of the Cumann Na Mac Leiginn—Colaiste Comhghaill, Bealfeirsde, decided at a recent meeting to hold a Ceilidh Mhor in the College premises, Bank Street, on Friday week next, November 27th. The programme will be made up of Irish music, songs, and dances.

REPORTED EXTENSION OF BOER RISING.

According to the German official news, the Boer rising has considerably extended through Cape Colony. It is further officially reported in Berlin that 4,000 Belgians were taken prisoners last week, and that only 25,000 Belgians are now in the field.

DIAMOND MINES CLOSING DOWN

It is feared in Johannesburg that the Germans who control the Kimberley and Premier Diamond Mines, will close them down, thus causing heavy loss to South Africa.

BRITISH NAVAL LOSSES.

In the British House of Commons yesterday, Mr. Churchill stated that, exclusive of the "Good Hope" and the officers and men of the naval division interned in Holland, the naval losses of England up to date in killed, wounded and missing were 264 officers and 3,884 men.

THE KAISER AT THE FRONT.

Many fantastic stories are told in the pro-British Press concerning the Emperor of Germany. The war correspondent of the New York "Times" thus describes the German ruler's visit to his troops in the trenches:—"I saw him come from a motor run late in the afternoon with four touring-car, full of staff officers and personal entourage, and was struck by the complete absence of pomp and ceremony. In the second car sat the Kaiser, wearing the dirty green-grey uniform of his soldiers in the field. At a distance of fifteen feet the Over War-Lord looked physically fit, but with quite a sober, intense earnestness of expression that seemed to mirror the sternness of the times. The Kaiser goes for daily drives or rides about the countryside, usually in the afternoon, but occasionally he is allowed to have a real outing by his solicitous entourage for a day, and more rarely for a night, with his troops in the field."

The impression left upon the correspondent is: "The Germans in their war-making have learned a lesson from the hustling Americans. They have managed to graft American speed to their native thoroughness, making a combination hard to beat."

NOBLESSE OBLIGE.

All the great and historic names of the Hungarian nobility appear in the list of Hungarian officers killed and wounded—Szechenyi, Karolyi, Hunyady, Windeschgratz, Forgach, Odescalchi, and Esterhazy.

CORK AND THE MANCHESTER MARTYRS.

The Cork Committee have decided to ask Major McBride to deliver the oration on the Manchester Martyrs' Demonstration. A deputation will wait upon the Christian Brothers requesting the attendance of their pupils.

" IRELAND "

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NOTICE.—All literary communications should be addressed to the Editor, "IRELAND," 12 D'Olier Street, Dublin. Business communications to the Manager.

In sending matter for publication the writer must enclose real name and address; otherwise it will receive no attention.

IRELAND.

THURSDAY, NOVEMBER 18, 1914.

CURRENCY.

Current Pain and Cowardice.—"I wonder if there is anyone in the British Isles or in France, save Tommy Atkins himself, who can hear 'Tipperary' and not weep. I just can't stand it any more. It simply does for me. I just run away from it."—Winifred Blatchford, in the "Clarion."

LOYALTY.**A Play in One Act, by X. Y. Z.**

Scene—Front Square, T.C.D.

Time—12th July, 1915.

Dramatis Personæ:

Rev. Dr. Mahaffy. The Emperor of Germany.

Dr. Mahaffy: As an old friend of several members of your Majesty's family, it gives me very great pleasure, Sire, to welcome you here at the conclusion of your victorious campaign.

Kaiser: I fully appreciate your loyalty, Mr. Provost. You have a large number of students?

Dr. Mahaffy: We have, Sire. We welcome freely here young men and women of every class, creed, and politics. We aim at expressing every aspect of intellectual life in Ireland. We have educated numbers of patriots—from the Manchester Martyrs to Mr. Charles Power! (Aside) I hope that's all right.

Kaiser: But, Mr. Provost, what about the Unionists? You know they are refusing to join the Volunteers?

Dr. Mahaffy: A miserable remnant, Sire! In our unshaken loyalty to the wearer of the Crown of England, we never encourage sedition!

Kaiser: Then you won't allow pro-English propaganda here, or anti-German sentiments?

Dr. Mahaffy: I would at once forbid the expression of any opinions that are against the law or not in accordance with the wishes of the majority. Trinity always stands for Toleration, Freedom, Liberty!—as understood by the authorities, of course!

Kaiser: Mr. Pearse tells me some of the lady graduates are having a meeting of the "Dickens' Fellowship."

Dr. Mahaffy: Not in College, Sire, I assure you! I have no objection to believers in the independence of England entering Trinity—far from it, provided that they are meek and humble and never allude to their convictions.

Kaiser: I am convinced your views have the support of the vast majority of Irishmen.

Dr. Mahaffy: The "Irish Times" says so, Sire. I always allow freedom of discussion, provided nothing is said I have not censored beforehand.

Kaiser: You asked me to take the Chair at this meeting of Mr. Larkin's on—"My Impressions of the Irish Bar." I'm afraid I must get back to London; but I've asked Mr. Pearse to attend.

Dr. Mahaffy: Excellent, excellent, next to your Majesty there is no one I am more delighted to welcome in Trinity than Mr. Pearse.

(Exeunt.)

DEDICATION TO THE IRISH EMIGRANT.

By SIDNEY ARNOLD.

Where are the swallows fled?

Perchance upon some bleak and stormy shore
To bring them to their southern home once more.

In the cold tomb, heedless of tears or rain,
To breathe and smile upon you soon again,
The weary hours shall leave your earth
And wake your summer into golden mirth.

THE KAISER.

Since the Kaiser has now been transformed by the English Press into a demon incarnate, what that Press used to say about him in the days of peace has become interesting. This is how one of its leading organs—the "By-stander," describes him in June last:—

Wilhelm II. has a jubilee; and people are summing him up and his reign. They are pleased with him; and fairly pleased with his reign. Wilhelm II., they say, is better than his reign. The reign has not brought European extensions or colonies worth plundering; and it has brought Socialists and New Art. But Wilhelm II. is a popular man. When Germans survey our Europe's sad sovereigns—dull Francis Joseph, and puny Victor Emanuel, and furtive Nicholas II., they realise the blessing it is to have a Kaiser who is brave, active, universal, inspiring, contentious. Of Wilhelm they say, he is a man and a human. The two do not always go together—Francis Joseph is man and not human; puny Victor Emanuel is human and not man; and furtive Nicholas is neither man nor human. And now, in Jubilee mood, Germans feel that their Sovereign is a presentable representative person; and they justly jubilate in his Jubilee.

Wilhelm is meritorious for ten reasons. First, he is a foil to Germanism. Germany's plague is dull and knowing men. Wilhelm II. is neither dull nor knowing; he is bright and unprofoundly versatile. Germany is cursed with experts and specialists, studied-it-all-my-life-you-fellows-don't-know-anything-about-it-persons; and Wilhelm II. has not studied it at all, but puts forth views and inspirations worth ten times those of the studied-it-all-my-life men.

Germans are deeply ignorant in their knowledge of one thing; but Wilhelm is comprehensive, catholic, and oecumenical, in his forty-sided knowledge of fifty things. The experts snarl that Wilhelm II. tramps in their domain, but Wilhelm II. is right. A land where dullards undisturbed wax fat in knowledge is foredoomed by fate.

Wilhelm II. is liked by plain, direct-thinking men, men who rightly treasure the State, of which he is symbol, as bravest efflorescence of man's poor activities. He is liked by farmers, by surveyors, by sound country shopkeepers, and by men who lost a leg while saving hens from motor-cars. These throng to Berlin, watch, cheer, and are happy. Wilhelm II. is less liked by newspaper proprietors, notaries, and people who have made money in anilines. He is not a rich man's Kaiser. Sometimes you can tell a man who likes the Kaiser from a man who does not. The man who likes the Kaiser has a red face; and the man who dislikes the Kaiser has a yellow face and a motor car.

Germany's best people like the Kaiser. He is disliked by unloyal Socialists, and by extreme Loyalist junkers, who loyalty means:

Und der Koenig absolut,
Wenn er unsern Willen tut.

That is, by men who want no Kaiser, and by men who want an elastic, pocketable Kaiser. The middle reasonable men like the Kaiser. Like them he is no mono-maniac and no visionary; like them he is not a snob; he has neither the Olympian remoteness of the new-made rich nor the Polar unapproachability of the sea-green Socialist, who is as good as any man on earth.

The Kaiser is the people's Kaiser; and because the Germans are people—Deutsche, the people, as Carlyle reminds us—they like the Kaiser. When you come across a German who dislikes the Kaiser he is a tiresome and soulless man, even if he knows all about the Orthoptera.

WHO SAID DUM-DUM BULLETS?

Lieut.-Gen. von Hellingrath, who commands the troops on the lines of communication at Cambrai, on October 30 caused the walls of Cambrai to be placarded with the following notice:—

ENGLISH METHODS OF WARFARE.

Everybody—soldiers and inhabitants—is permitted to inspect, under military supervision, the English rifle and a number of dum-dum bullets with the point broken off which were found in the pouches of an English patrol, and are now on exhibition. The lead part of the bullet is in two sections, which are held together by the steel envelope. On being inserted in the magazine, and with a slight pressure, the point of the bullet breaks off, and the bullet is thus converted into a dum-dum. This is the most brutal form of warfare. The dum-dum bullet was invented to protect man against

the wild beasts of Asia and Africa. One shot will tear open the largest animal. The Hague Convention specifically forbids the use of such murderous weapons against human beings. The employment of dum-dum bullets shows at what a degraded level the "cultured nation" of the English stands.

EIRE: DO CHUM A GLANN.

Biodh a fhios ag fearaibh Fail go geuirim de mhor-gheasaibh orra deifriu' de chongnamh dom, de bhrigh go bfuil an namha ag cur go eruaidh orm, is gur threig cuid de mo chlainn fein me. Ata an domhan mor tri lasadh fa lathair, an teine ag losgadh roimpi; agus faithechios ar an ngaidhe do chreach is do shlad mo chuid is mo dhaoine go mbeurfa an teine sin air fein. Go mbeura, is go nduntar luatha da chnamhaibh! Ma feuchtar le'n a tharrthu', go dtuga an diabhal coirce doibh seo a fheuchas agus clocha beaga thrid. Niorbh leath coir De e do gcuirthe da gcos' gach a bhfuil de naimhdibh agam sa mbaile is i gcein. Acht sibhse ata dileas dom ni mor dibh brostu'. Caithfear gach a bhfuil agam as an teine .i. mo theanga aluinn a bhfuil soille na gcianta ag taithneamh aisti. Si mo ghealach is mo ghrian i, an seod sin! Muna dtarruightheair i sin ata deire liom ar an saoghal seo. Is iunnti ata buadh na saorsachta. Ni saorsacht go dti i. Ce bi ce aige a mbeidh si beidh fearmalacht is cneastacht a' baint leis, beidh fuinneamh is spreacadh in a bhallaibh beatha, beidh gradh is gean aige dhom-sa. Ni thiubhra se aifhrea-gra na acmhusan dom. Gradhfa se gach a bhfuil agam is ni chlisfe se orm la an chruad-tain. Beoagidh orraibh no beidh sibh mall!

UACHTAR ARD.

THE "TELEGRAPH" SERGEANT-MAJOR.

The gentleman who writes to the "Telegraph" as a former instructor of the Irish Volunteers is entirely unknown at Headquarters, and has never at any time been employed as instructor by any Dublin Company of Irish Volunteers.

A so-called Corps of Volunteers, organised by "Alfy" Byrne, which distinguished itself by escorting troops, including the K.O.S.B., to the North Wall early in August last, may have numbered the extraordinary Sergeant-Major in its ranks, but this particular corps was never recognised by Headquarters, nor have we heard that it volunteered for service at the front. Of course this corps, if it exists, will be required for active service at home during the forthcoming Municipal elections.

WESTPORT VOLUNTEERS.

The monthly meeting of the Irish Volunteer Committee, Westport Battalion, was held at the Town Hall, Westport, on Sunday the 8th inst., at 12 noon. Present:—Company A—Joseph A. Gill, Michael Reddy, Edward O'Malley; Coy. B—Patrick McGing, John Gibbons; Coy. C—J. Reidy; Coy. D—Chas. Hughes, Edward Haran; Coy. E—Michael Gavan, John Gibbons.

Messrs. Joseph M. McBride and Myles Staunton also attended, and subsequently Mr. James McGing and Instructor Fitzgerald.

Proposed by Mr. Chas. Hughes and unanimously agreed to that Mr. Joseph McBride be Chairman.

Company A reported that drill has been carried on regularly three nights each week.

Company B—No drill.

Company C—Drill each Sunday.

Company D—Drill and field work each Sunday.

Company E—No drill since last meeting.

It was proposed by Mr. Chas. Hughes, seconded by Mr. John Gibbons, and unanimously agreed to, that Mr. Joseph McBride be elected Commandant.

Mr. Patrick McGing (Treasurer) reported that he had £40 6s. 6d. in his possession subscribed by the people of Westport towards the Rifle Fund, and it was proposed by Mr. Joseph Gill, seconded by Mr. Chas. Hughes: "That the money subscribed be handed to Mr. Joseph M. McBride in order to purchase rifles."

The Treasurer informed the Committee that he would not hand the money over, but that he would return it to the subscribers.

Resolved—"That this Committee reconfirms the resolution of the October meeting in favour of the Provisional Committee."

Resolved—"That Mr. P. Navin be requested to re-organise Company B."

Mr. Joseph M. McBride drew attention to the fact that a company consists of 100 men, and that there shall be only 3 officers, i.e., 1 captain and 2 lieutenants.

THE WAR DAY BY DAY.

The Naval Battle Mystery.

The mystery of the naval battle off the coast of Chile in South America, in which two large English cruisers were sent to the bottom of the Pacific Ocean, is so interesting and so far from being solved yet that it is worth while referring to it at some length. Let us start at the beginning. Fourteen days ago the British Admiralty issued a statement in which they said that the Germans were claiming a naval victory, as a result of a battle fought off the coast of Chile. The British Admiralty added that the Germans claimed the loss of two British warships, the "Good Hope" and the "Monmouth," and that a third British cruiser, the "Glasgow," had broken action and escaped slightly damaged. As the whole story was founded on German reports the British Admiralty cast doubt on its accuracy and advised the British public to wait for further information before accepting its correctness. A silence of some days followed, and on Saturday morning, six days after the battle, another brief and very unsatisfactory report was issued by the British Admiralty. In this report it was stated that it was feared the "Good Hope" was sunk but the fate of the "Monmouth" was uncertain. It was also announced that neither the battleship "Canopus" nor the auxiliary cruiser "Otranto" were engaged.

The Naval Experts at Work.

Immediately the naval experts in the English Press got to work. It was proved beyond a doubt that the two British cruisers, the "Good Hope" and the "Monmouth" were not as heavily armed as the German cruisers—this despite the fact that one of the British warships had nine-inch guns aboard, while the Germans had only eight-inch guns. It was asserted also that the Germans had secret wireless information, which enabled them to concentrate in force and destroy the British cruisers. All sorts of excuses were, in fact, made to show that it was German superiority in numbers and in guns that won them the battle and not their strategy and their seamanship. Despite all this, however, an uneasy feeling prevailed in England that they were not being told the truth—that something was being held. The question was asked again and again—where was the British battleship, the "Canopus," with its twelve-inch guns, which ought to have given the British the superiority in the battle. No answer was given.

Known Everywhere but in England.

In the meantime the whole story was published broadcast in the American papers, and through them all over the world, outside of these countries. The reports in the American papers were censored when wired back to England. One English daily described a report from New York as it reached the paper in London as the remnant of a message. More questions began to be asked in London. The naval correspondent of the "Globe" was disquieted, and on last Thursday asked the Admiralty to set minds at rest by announcing whether the battleship "Canopus" was safe. On Monday evening Mr. Churchill rather vaguely announced that he had every reason to believe she is quite safe. Last evening it was announced that the H.M.S. "Glasgow" had arrived at Valparaiso, the principal port of Chile. To-day we have the report of the Captain.

The Secret of the "Canopus."

It is this report that distinctly leaves the whole affair a greater mystery than ever. In it the captain of the "Glasgow" says that the two British cruisers, the "Good Hope" and the "Monmouth," were outranged by the guns of the German warships and were sunk. Everyone knew this so it is not surprising. What is surprising is to find the "Good Hope," before going into action, signalling to the "Canopus" "I am going to attack." So the "Canopus" was on the scene after all. This alters matters considerably. With the "Canopus" on the scene the superiority in ships and in guns was all on the British side and not on that of the Germans. Did the "Canopus" take part? Was she disabled? Was she the vessel reported ashore off the Chilean coast a few days after the battle? None of these questions have been answered yet. Until they are the secret of the Chilean naval battle will not be solved. Furthermore additional obscurity is lent to the whole affair by the arrival of the "Glasgow" at Valparaiso. It is only a few days since the German cruisers, the "Dresden" and the "Leipzig," left that port. Is the "Glasgow" interned by the Chilean authorities? Is the "Canopus" ashore? She could be ashore and

still, as Mr. Churchill said, "quite safe"—from German warships. Where is the "Otranto"? Until the questions are answered fully and completely the mystery of the Pacific battle will remain a mystery—here. In America it must by now be ancient history, for it must be recollected that the engagement took place on last Sunday fortnight and that in these days of wireless and cables there was no reason why the whole story should not have been published in London two days after, save that, in the words of the British censor, "it might unduly depress the public."

C.

DUBLIN TRADES COUNCIL AND BELGIAN REFUGEES.

At the meeting of the Dublin Trades' Council this week, a discussion took place on the question of the "Belgian Refugees and Fair Labour."

Mr. Simmons remarked that if anyone said anything against the Belgian refugees nowadays he was liable to martyrdom (laughter). Charity, however, began at home. He had no objection to the Belgians themselves. They were a fine, industrious people—a brave race. But as it appeared they wanted soldiers at the front—in Ypres and other places—and if it was a fact they were so concerned about their own country, they ought to be out fighting beside their fellow-countrymen instead of coming here looking for charity. A lot of crocodile tears had been shed about the sufferings of the Belgians, but had not the people of this country suffered in the past? If, as Sir John French said, there was only a handful of British soldiers fighting, surely these Belgians were needed at the front. They in Ireland had enough to do minding their own business. He had heard that a number of these refugees had already taken the jobs of Irish tradesmen, and that a number of servant girls had been dismissed to make room for Belgians. He protested against the Belgians coming over to supplant the workers of this country.

Mr. T. Farren said that if these people did get employment here they should at least get the conditions that applied amongst the trades. They should be made communicate with the different trade societies. He moved to this effect.

Mr. W. Murphy said the manly attitude of the Belgian should be to take his stand with his rifle and protect his country. It was a rather serious thing if these refugees were to be planted here and cause further unemployment amongst the people.

Mr. Connolly thought Mr. Farren's resolution a very dangerous one, as it involved that if the refugees complied with what was laid down in the resolution they (the Council) had nothing more to complain of. Provided the position was an ordinary one, with no war in question, and these people came to this country they ought to be welcomed no matter what their nationality might be. But the present position was an extraordinary one. It was not a case of a man or two men, but a possible case of a whole army being dumped down here. He was opposed to the resolution because it implied that no matter what number was dumped down they accepted them and undertook to work harmoniously along with them. This was no war of theirs and the people of this country had no interest in it or in the Allies. He believed the Belgian people had been dragged into it by the machinations of their Government, and the Government having brought them into it should look after them. The British had called on them to preserve their neutrality—which was not threatened for a moment—and said they would stand behind them. They did stand behind them—so much so that the Belgians did not know they were there (laughter). The Belgian people, he believed, had been sold by their Government for something which they could only guess at. While carefully avoiding saying anything against the Belgians, they ought not to do anything that would give the employers in this country a chance to "sack" Irish workers and take on Belgian employees. They ought not to give any loophole to the employers. If it was true these Belgians had fought for their own neutrality then they should not be brought here to supplant the workers of Ireland but as a charge on the British Empire (applause).

Mr. R. L. Wigzell asked how would the position of Irish women and girls be affected by the importation of the refugees.

Mr. Connolly said they should be equally concerned for the position of the women as the men.

Mr. Farren's motion was not discussed further.

THE TORPEDO.

Winston Churchill, late General in Command of H. M. Forces at Stepney, now Admiral-in-Chief of His Majesty's Navy, in a recent speech in which he referred to the power of modern guns, said that the offensive power of modern warships was so disproportionate to their defensive power that he could only compare them to egg-shells armed with sledgehammers.

We know, of course, that the gun does not sink a battleship with one shot, however accurately aimed, though it should if the comparison was true. The torpedo, on the other hand, disposes of the egg-shell in true sledgehammer fashion with one blow. Therefore I think all will agree that this comparison more accurately describes the power of the torpedo.

The American Civil War Torpedo.

The American Civil War was remarkable for two distinct innovations in warfare—the ironclad and the torpedo. Lever, in one of his novels, gives us a thrilling description of the first fight between ironclads. How the "Merrimac," having successfully rammed several of the Northern warships, and astonished their captains and crews by the manner in which the shots from their smooth bore cannon bounded harmlessly off its iron sides, was in its turn astonished at the appearance of a foe more worthy of itself—the "Monitor"—which successfully beat off all its attacks. But, that is a digression. The torpedo used in that war was only a torpedo in name; it was totally different from the present-day weapon, and would not bear comparison. In those days it resembled a bomb with a charge of 80 or 90 lbs. of common gunpowder, and was carried about by a ship's boat or cutter at the end of a fifteen-foot spar, which projected from the bow of the boat. To use the torpedo it was necessary to wait till dark—preferably a fog—and then, with muffled oars, to silently creep under the hull of the enemy's vessel, and when the torpedo was in contact with its side, to explode it. If the operator did not explode himself as well he was an uncommonly lucky man.

The Modern Torpedo.

The next occasion on which we find the torpedo in use was during the Russo-Turkish War in 1877. Russia in that war introduced the Whitehead torpedo; it was substantially the same weapon which we have in use to-day, except that it had not the virtue of being submersible. The principles of Holland's submarine in this direction were applied later on. The Whitehead at present, divested of technical names, consists of a long cigar-shaped steel tube almost 17 feet long and 18 inches diameter (maximum), divided into a number of compartments. The nose of the torpedo—"warhead" it is called—contains the pistol, fulminate of mercury, some dry gun-cotton, and a charge of nearly 200 lbs. of wet gun-cotton. The mechanism of the "warhead" is so devised that it is impossible for a torpedo to explode until it has been expelled from the tube and gone a safe distance from the ship or submarine. It is only when the torpedo is in motion, with its propeller at work, that a screw in the "warhead" automatically unscrews and releases the pistol, which is then ready to strike. The torpedo is then said to be "alive," but this cannot happen until it is about one hundred yards from the vessel which fired it. In addition to the main striker there are four others ranged round the "warhead": they are simply curved projections and are called "whiskers." These are designed to cause detonation in case it strikes the warship at an acute angle.

The second compartment next to the "warhead" is of great thickness and strength, as it is here that the compressed air which drives the torpedo is stored at tremendous pressure. In the third compartment is stored secret mechanism which regulates any depth at which the torpedo may be required to run. The principle on which this secret mechanism works takes advantage of the law that water pressure varies as the depth; the machinery is set so that a certain pressure is required to balance it, and the torpedo at once goes to the depth where this pressure obtains.

In the fourth chamber we have the engines, which are driven by the compressed air; they in turn drive the propellers. The gyroscope, of which more anon, is also situated here. Next to this we have the buoyance chamber, which is connected with the secret mechanism in number three. This chamber determines when she floats or sinks. The last compartment, or tail, is given to the steering gear. The rudders are not perpendicular but horizontal, and are used for the same purpose as the planes in the Holland submarine. In fact, Holland's first sub-

marine used those horizontal rudders as diving planes. There are two propellers, which are constructed to revolve in opposite directions. This arrangement is said to make their driving power more effective.

The Gyroscope.

The gyroscope is a very recent addition to the torpedo. Its principle is that a heavy wheel, revolving within an encircling ring, resists any effort which tends to change the plane of its revolution. An Irishman named Brennan, making use of this principle, has invented the monorail or one-track railway—a unique achievement. The application of the gyroscope to the torpedo has so extended its range that it is possible to hit your mark now at a distance of over two miles. Previously the range, that is, to fire with accuracy, was at most about two-thirds of a mile. Of course the torpedo could go ever so much further, but there was no certainty which direction it would take once its initial speed was gone. The "gyro" changed all that by virtue of its principle, which determines that whatever the direction of the plane of its revolutions that also must be the direction of the torpedo. Strange as it may appear, this virtue may become a source of terrible danger unless great care is taken. It might happen that dirt or grit should clog its bearing. What would then happen? The "gyro" would be turned from its proper plane, which is a direct line with the "warhead" of the torpedo; the torpedo would be compelled to gradually diverge from its course and so describe a circle back to its owner. That is a disadvantage of the "gyro" which I think interesting enough to mention.

It is as well to say at once that the torpedo is really an automatic submarine. Starting off with a limited supply of air, the speed is determined by the distance of the object to be hit. The nearer the object the easier it is to hit, because you need not economise your air power; therefore you can allow greater speed for the shorter distance. The 22-inch torpedo in use by the Germans can travel 1,000 yards in 15 seconds, while the British 18-inch will take a full minute to go half a mile (880 yards). The further they travel of course the more the speed lessens; for instance, the German 22-in. will take nearly twice as long to do the next thousand yards, and so on.

The Battleship Attacked.

Now let us go down in a submarine and see how an attack on a battleship is carried out. To ensure a hit it is the work of the submarine to get as close as possible to its victim without betraying its presence. This is a very hard thing to do, as scores of men are constantly on watch on the battleships for periscopes, which appear to them as so many bottles floating on the surface. Having approached as near as we dare we pop the periscope to the surface, get into line at once and fire the torpedo. Down immediately with full tanks for fear we should have been seen and away to a distance before we rise again to watch results. I may mention here that the surest way to hit is to travel in a line parallel to the enemy and develop the same speed. Relatively you are both now stationary and a hit is certain. If, however, the enemy has seen you it is his game to immediately change his course, develop speed and race around in the most eccentric manner with the object of destroying your aim and incidentally ramming you.

It is very hard to get a hit once the enemy gets into this eccentric mood. It will not do to fire at random as torpedoes are costly things (£600 each, I believe), and what is more, every time you rise to have a look around you have to expend your compressed air to empty your tanks. If the enemy's vessel is only 1,000 yards away it is not difficult to guess where he will be in fifteen second's time. Large vessels take a certain time to manoeuvre to a different position, consequently you can time your 22-in. torpedo to meet him at the spot calculated on. To enable you to do this there is an aiming apparatus called the "director." This you set for your own speed, which you know, and the speed of the enemy, which you must guess. If you have guessed right the torpedo will arrive just in time to crush the egg-shell with a gentle stroke. If, however, the enemy should alter his course while the torpedo is travelling to the "meeting place," a miss is probable. In case of a miss the mechanism is so arranged that when the propellers stop the torpedo sinks to the bottom. In time of peace the torpedo is not lost, the mechanism being set to bring it to the surface.

The 22-inch torpedo used by the German Navy is very superior to the British 18-inch torpedo, as its greater speed ensures a greater percentage of hits. It is also far more destructive when it strikes, as witness how the

"Cressy," "Hogue," "Pathfinder," etc., and the Russian "Pallada" went down in pieces almost instantaneously, while the German "Hela," after being torpedoed by the British, although a light cruiser, took the best part of an hour to go under. This fact has been commented on in the British Press.

Nearly all modern warships carry torpedoes in addition to their gun armament, but the use of the torpedo itself, being limited, we find it very seldom used by cruisers or battleships. The most recent use of it by a cruiser was the glorious "Emden," when she neatly torpedoed the two Allies' warships. Torpedoes are ejected from their tubes by means of compressed air or a small charge of cordite.

The Battleship's Defence.

The defence which the egg-shell employs against the sledge-hammer is effective so far as it goes, but it is very limited. I refer to the torpedo nets which are hung out by battleships; always when at anchor and sometimes when travelling. The net, which consists of steel wire rings interlaced to form a very strong and close mesh, is, for dreadnoughts, about 350 feet long and about 30 feet deep, with proportionate sizes for smaller ships. Strong booms 30 feet long and 30 feet apart are rigged out at right angles to the sides of the dreadnoughts, and the nets, one on each side, are hung at the end of these booms. Only six or eight feet of the net shows above the water; the rest hang in a straight line beneath. A dreadnought with its nets out could not travel more than five knots an hour, as the water resistance would, with the great leverage given by the length of the boom, tear those booms away. Torpedoes have been constructed with powerful cutters attached to their noses to cut their way through the nets, but I have not heard if the results were successful. I doubt if the torpedo can be further improved unless in the matter of speed. In this connection I think compressed air is at its best and that some other means of locomotion could be more profitably substituted and at the same time remove the ever-present danger of the bursting of the compressed-air chamber, which brought such tragical results to the French some years ago. With this exception I think the improvement which would most nearly approach perfection would be the discovery of some means to see under water, even though it were only a score of yards. The most vital part of a ship could then be approached without detection; the torpedo need not have any speed at all, simply have its specific gravity lighter than water and it will bound up to the bottom of the ship you would destroy. The prize for the nation which finds the secret first—if it can be found—is great indeed. Let us hope that the country which produced the man who gave to the world the submarine and done so much for the torpedo will finish the great work he began.

Wireless control has also engaged the attention of the different countries, but seemingly so far success has not crowned their efforts.
O'LORCAIN.

THE IRISH VOLUNTEERS.

Dublin City and County Board.

Dublin City and County Companies will parade at their respective drill halls on Sunday, 22nd inst., and march to St. Stephen's Green South (timing their march so as to arrive at 12.30 p.m.) to take part in the Manchester Martyrs' celebration. Companies are expected to muster in full strength, wearing equipment. Procession will start from site of Wolfe Tone Memorial at 1 o'clock sharp.

Musketry Practice.

Company officers will make all necessary arrangements to have relays of men at range every night during this and coming weeks for firing practice. As this is the most essential portion of a soldier's training it is expected that the facilities now offered will be availed of to the fullest extent.

Returns of Attendances.

Company officers are again requested to see that complete returns of attendances at drill, etc., are forwarded weekly, to the County Board offices. Orderlies should be in attendance at office on each Friday night between 7 and 8 p.m.

By Order, City and County Boards,

M. F. JUDGE, Hon. Sec.

Dundrum Company.

At a meeting held on Monday night, 16th inst., the following resolution, proposed by Sean O Cuinneagain, and seconded by Seamus O Brion, was passed unanimously:—"That the Dundrum Company of the I.V. protest against the tyrannous action of the cowardly English Government—in Ireland—in dismissing Capt. Monteith from his employment and banishing

him from Dublin, where his splendid services to the Volunteers were evidently 'embarrassing the Government,' and impeding the 'free gift of a free people.' We hereby pledge to Capt. Monteith our whole-hearted support—both moral and material. We fear, however, that this capable officer will not be the only Irish victim to the cause of 'small nationalities,' and we respectfully draw the attention of the Central Executive of the I.V. to the necessity of immediately establishing a fund, which should be entitled the Irish Refugee Fund."

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asur ar Anna, a mhaoi. Urian i nglainn tó.

O'HIGGINS.—On Nov. 17th, at Ard Mor, Finglas,
Co. Dublin, to Brian and Anna O'Higgins, a son.

MANCHESTER MARTYRS' ANNIVERSARY.—
All Dublin Nationalists revering the hallowed memory
of Allen, Larkin and O'Brien will assemble on Stephen's
Green on Sunday, the 22nd November, at 12 o'clock,
preparatory to marching in procession to Glasnevin at
1 o'clock sharp.—O'Brien, Secretary, "Old Guard"
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