

BRITISH SUBMARINE TRAPS ARE SUCCESS

Portland Business Bulletin

Admiralty Asserts It Has Captured 84, Germans Admit Loss of 69.

OIL STEAMER TAKES NINE

Warships Now Protected with Anti-Torpedo Nets—Enormous Ten-Ton Warplane Is Answered by Great French Triplane.

BY CAROLYN WILSON.
Correspondent of the Chicago Tribune. Published by arrangement.

LONDON, Oct. 24.—Interest in London vacillates between Zeppelins and submarines. English quote the disappearance of the latter as proof that the aircraft, too, will become less of a menace with organized protection.

It is undoubtedly true that the submarines have nearly ceased to trouble English waters—whether through the success of the admiralty methods or through a desire on the part of Germany to conciliate the United States, this latter view being entirely discredited in Great Britain.

I understand that American motor-boats, imported to the number of seven a day, have been used most effectively in the submarine chase. They are armed and capable of a speed of 40 miles an hour.

Net Proves Successful Trap.

The presence of submarines has been disclosed by an ingenious device of large nets to which floats are attached at various places.

The net is hardly noticed by the submarine, but the floats mark their presence and the motor-boats hasten to the spot.

A huge net, nearly 18 miles long, has been stretched out from Dover and is responsible for the capture of many trying to come through the English Channel.

In this which admiralty claim is destroyed or captured, while the Germans admit the loss of 49.

One oil steamer alone captured eight submarines. For a long time it had been rumored that a steamer flying the Dutch flag had been feeding German submarines in the channel. After a long time the English were overpowered, and English sailors put in. This one boat alone is reported to have captured eight submarines which came up to it to get oil.

I understand also that added precautions have been taken in providing even cruisers with anti-torpedo nets. These are almost impossible to detect, and will sweep all the vessel under water and are made after the old Bullivant model. The rings, interlaced strongly, are only an inch and a quarter in diameter and coated with little overlapping steel plates, which render almost impotent the sharp perforator which the auto-torpedo carries at its point.

Torpedoes Recovered When Possible.

I saw one of the German torpedoes which had missed its mark. Owing to the cost of the \$200 apiece, naturally the enemy always tries to recover the unused torpedoes.

The original "automobile torpedo," as the French call it, was invented in 1887 by a commander of the Austrian navy, Lupits, and was only capable of eight knots an hour throughout a distance of 700 feet and a charge of about 17 pounds of explosive.

The torpedo I saw was about 18 feet long with a diameter of 20 inches. It carried a charge of 200 pounds of cotton powder, could cover a distance of nearly five miles (3000 meters), which distance it covered in 20 seconds at 25 knots during the first mile and a half and 27 knots afterward.

It was provided with a system of automatically stopping the mechanism if the torpedo fails its goal and thus render it quite harmless.

All of the new French submarines are fitted with the Michkaoff microphone and the Pessonneau oscillator.

But the real wonder of the latest submarine is a circular periscope, by which the observer can see the entire horizon at one glance. The resulting view is a circle, around which are arranged ships, land, and the sun, which would be visible in the whole 360 degrees. While in the middle of the circle, greatly magnified in reference to the outer circle, in the precise object the observer would see as he was looking through an optical periscope.

French Warships Now Protected.

The French are also beginning to arm their warships with the mesh nets which I have previously described. Up to a few months ago not a single French warship was protected, although all English, German and American warships—even the German cruisers—are provided with them.

But if the English have been successful with the submarines, they can't claim much damage to the Zeppelins. As far as one can judge, the Zeppelins or aeroplanes can only inflict injury over distances when a few of attack succeed in machine guns.

A man who has the most to do with supplying aeroplanes to the English government told me that none of the commanders of his acquaintance would send up men on night reconnaissance.

"They have hundreds of machines, hundreds of pilots," he said, "and they are not afraid to meet the enemy."

He told me of the German scheme for night landing which I had just heard from an American lately arrived from Cologne.

It seems that the Germans select a safe field place in the middle of a huge glass platform, illuminated from underneath by electric lights, so that an aviator can always see the reflection from above.

He descends and tells from the signals, which flash intermittently like a lightning rod, whether it is his own aviator's case or not. If it isn't his case, more now, by his knowledge of this camp, where he is, and makes his way to his own field. Or, heading into the wind, he descends into the darkness in front of the lighted glass, sure of finding a smooth landing place.

New German Warplane Enormous.

The new German warplane my informant tells me is enormous. It has two main engines, a monoplane, which in the "cradle" sits the pilot. Each fuselage has two machine guns, a light cannon, and ammunition. It is propelled by two motors, six men, counting pilot and can carry six men, counting pilot and mechanician.

The answer to this was the new French warplane—a monoplane of an aero-plane capable of carrying 15 men, furnished with four 75 MM. cannons, and can also carry 500 kilograms of munitions, though not at the same time with that crew of 12.

It looks like Guillies when one of the new little Lorraine machines flies up beside it. These little twin biplanes are only seven feet high, can go 100 miles (160 kilometers) an hour, and can rise at the steepest possible angle from the ground.

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