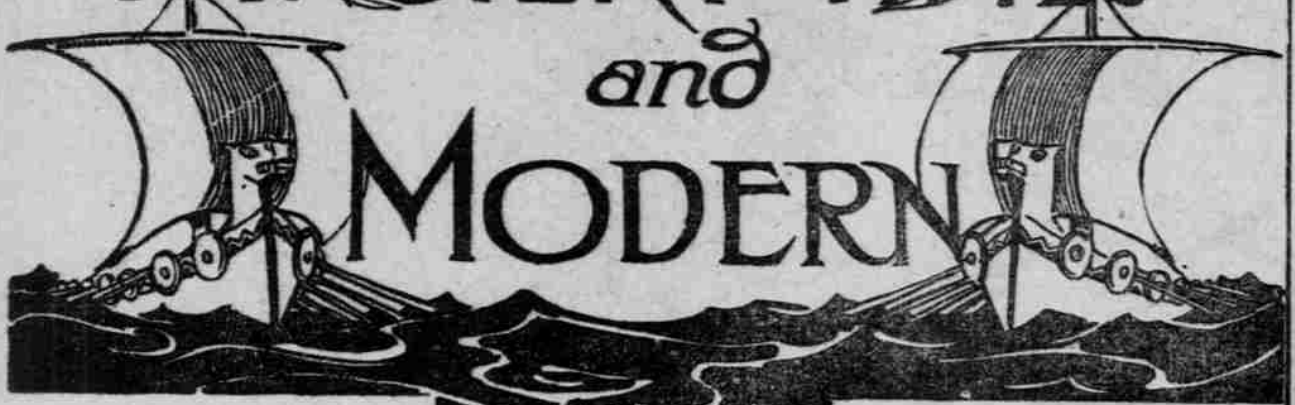


GREAT SEA FIGHTS in ANCIENT TIMES and MODERN



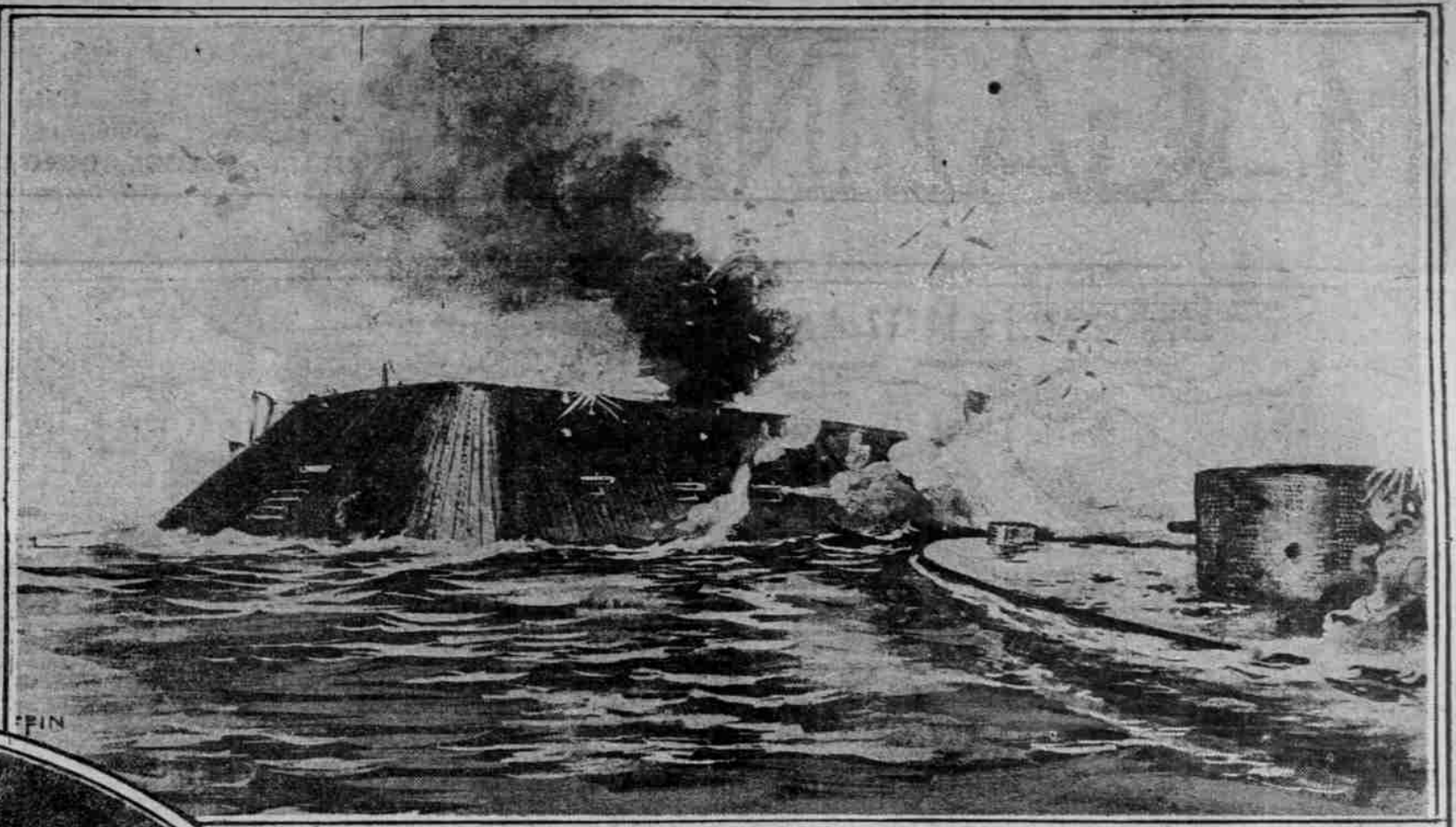
BY HENRY M. SNEVILY.

SHOULD Germany tear asunder the provinces of France, should she drive the British troops from the Continent and hurl the human wave of Russian advance back upon itself, she would still have Great Britain to destroy upon the water.

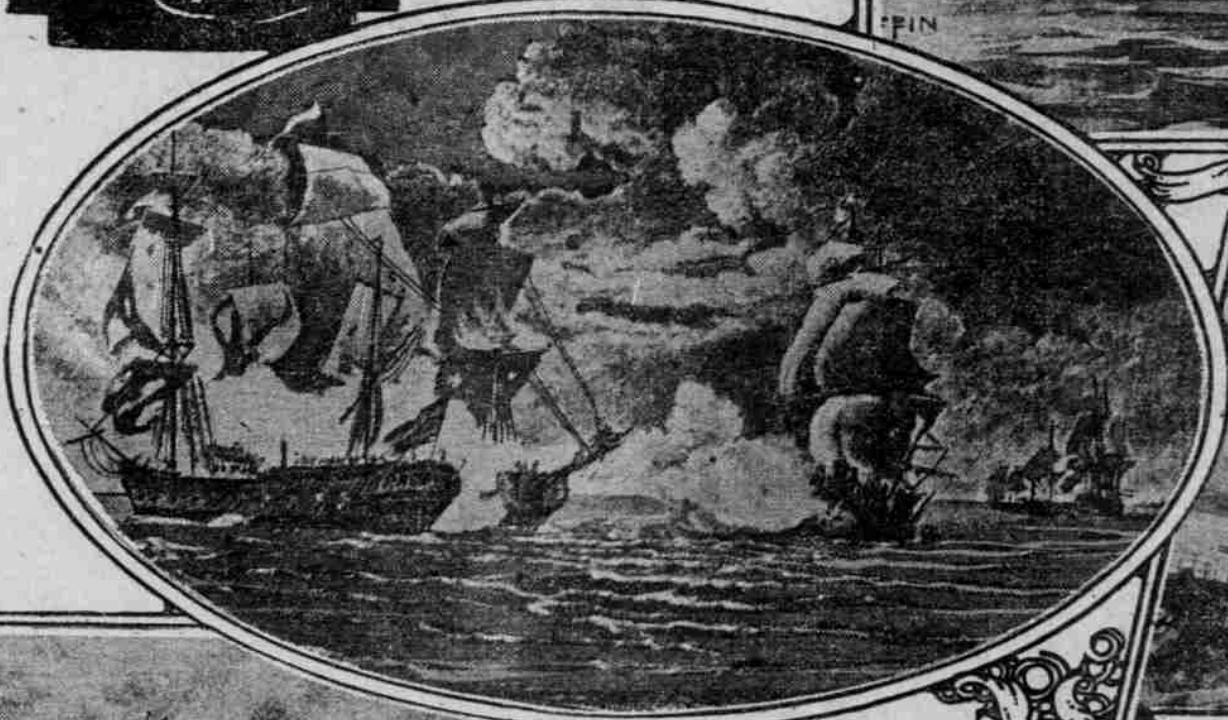
There are those who assert that fighting at sea is only the side play incident to the decisive campaigns on land. History controverts this. The fates of nations, even of races, have more than once been decided by a single naval engagement.

It is difficult to say just when man first fought in ships. In Egypt carvings have been excavated which tend to show that fighting vessels were in use 5000 or 6000 B. C. Herodotus describes ships of war which legends ascribe to Ulysses and which, while they did not fight as warships against warships, were used to enforce a blockade at the siege of Troy.

If these vessels were used in actual fighting, however, their effect on the ultimate outcome of war must have



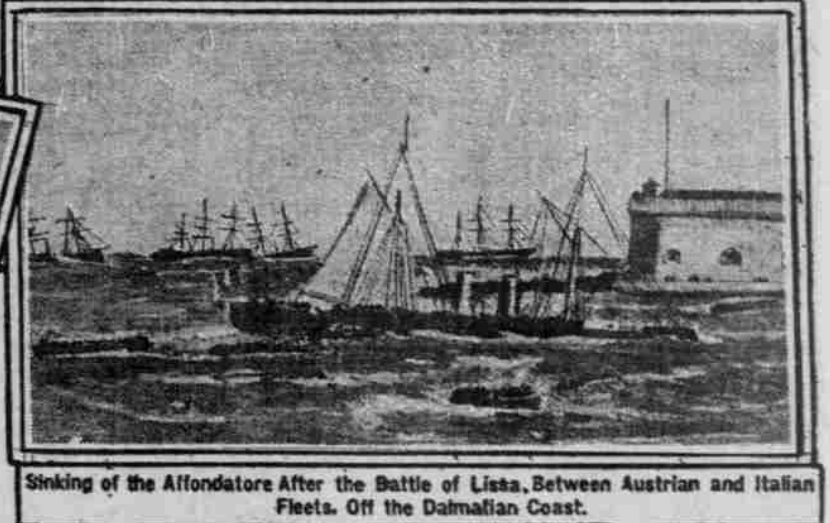
Fight Between the First of the Ironclads, the Monitor and the Merrimac, Hampton Roads, Va., March 3, 1862.



Serapis and Bon Homme Richard.
From "Sea Fights and Adventures," George Allen & Sons, London.



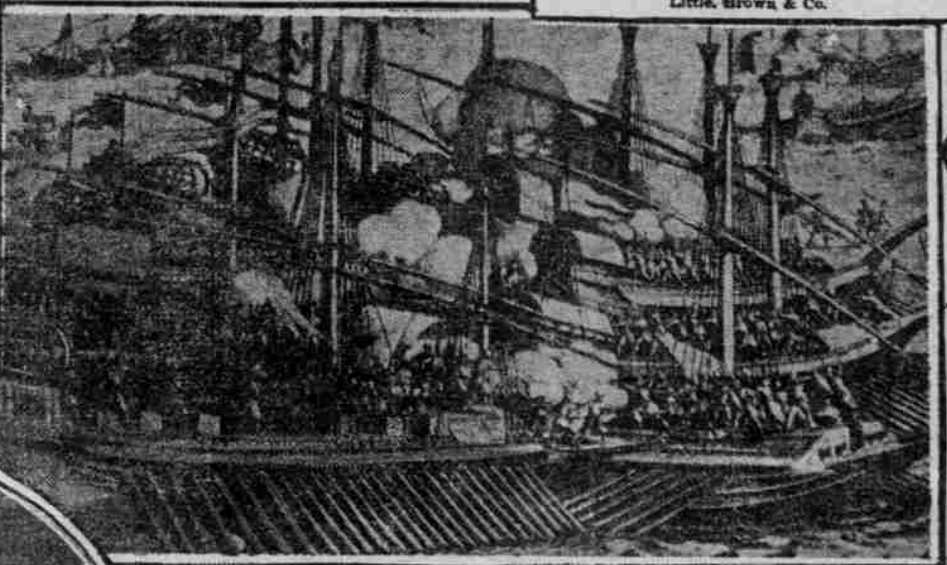
The Russian Battle Ship Orel. Taken After the Battle of Tsushima, Showing Effects of Japanese Shell Fire.
From "Famous Sea Fights," Little, Brown & Co.



Sinking of the Affondatore After the Battle of Lissa, Between Austrian and Italian Fleets, Off the Dalmatian Coast.



The "Great Armada" Entering the Channel.
From "Famous Sea Fights," Little, Brown & Co.



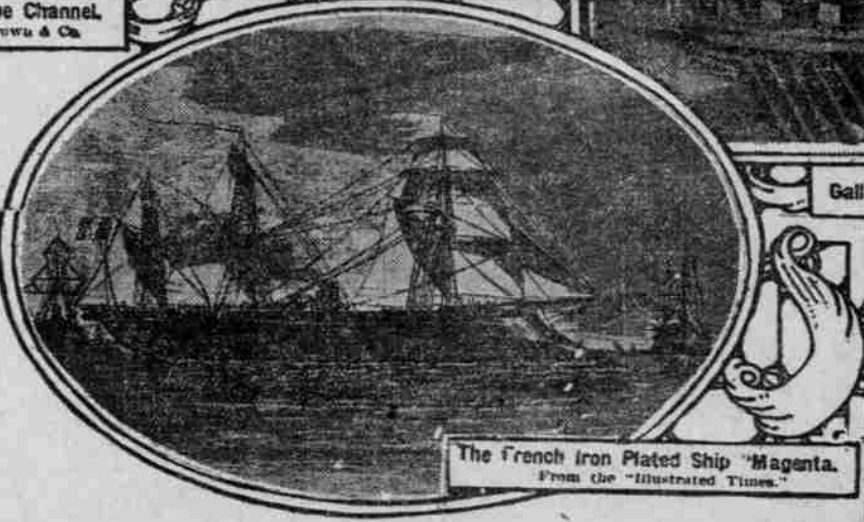
The French Iron Plated Ship "Magenta."
From the "Illustrated Times."



English Engaging French Carracks.
From a Manuscript in the British Museum.



Russian Cruiser Monitor "Novgorod."
From a Contemporary Wood Engraving.



Galleys of the Knights of Malta in Action with Turkish Galleys

been small, for there is little mention made of them. The first great naval battle of which there are fairly accurate accounts, and which decided the fate of Greece, was fought off Salamis, 480 B. C.

Rome became an empire as the result of a naval battle, according to many historians, who date the end of the republic from the battle of Actium. After the defeat of Brutus and Cassius on the Plains of Philipp, Antony, Octavius and Lepidus, who had gained control of Rome after the death of Julius Caesar, drove all their political enemies from Rome. Lepidus himself was banished by his professed friends, and Antony, having fallen under the spell of Cleopatra, remained in Egypt, where he attempted to set up the seat of government for Rome. Rivalry between Octavius and Antony led to war and again the issue was to be decided afloat.

Near Actium, in the Ambracian Gulf, the Egyptian and Roman fleets met. Although Agrippa, in command of the Romans, had begged Octavius to allow him to fight on land, he proved himself a wily seaman.

For a long time the two fleets lay off, both refusing to be drawn into an engagement, but at last Antony, whose supplies from Egypt were cut off, was obliged to attempt to break through the Roman blockade. His galleys were heavier than those of Octavius and he preferred a defensive engagement inshore, but the Roman vessels, being lighter, maneuvered for an engagement in the open sea.

As the vessels drew near each other catapults on the Egyptian vessels began hurling great stones at the Romans. It was like the action of artillery before the infantry closes in death grips. Some of the Roman galleys were sunk, but the real test came when the vessels clashed and men fought across the decks. The lighter ships of the Romans did not attempt to ram their heavier opponents, but ripped away their oars as Arminius had done at Salamis. Cleopatra and 60 galleys fled from the fight when it was seen that Octavius was getting the better of it, and in the confusion Agrippa used fire-tipped arrows, which threw the Egyptian fleet into a panic.

September 21, the date of the battle of Actium, is set by many historians as the beginning of the Roman Empire. For it was as a result of the prestige gained by this victory that Octavius declared himself Emperor.

These two battles were typical of the many fights between the galleys of European and African or Asiatic nations. Alfred, King of England, had a number of vessels in which he did effective work against the Danes, and King John defeated a French fleet carrying an army of invasion, but the battle of Sluys, 1340, is generally accepted as the beginning of British naval supremacy and the founding of the British navy as such.

Edward III, having challenged the title of Philip of Valois, King of France, the latter gathered a great fleet in the

River Fede, near Sluys. Altogether Philip had 190 ships, including many from Genoa under Barbavera, who was more of a seaman in the true sense of the word than any other commander on either side. Hearing that the French fleet was lying in the river, sterns toward the land, he left toward the river's mouth and its right toward the town of Sluys, Edward decided to force an action. The ships in each of three divisions of the French fleet were fastened together into a sort of floating fort, which enabled the English, led by Edward himself, who climbed over the side of a French vessel and fought among his men, to attack the vessels singly, beginning at each end of a line.

As the fleets neared each other a cloud of arrows rose from the English decks and drove many of the enemy to cover. Knights in armor crowded the bigger vessels of the fleet waiting for an opportunity to board, and it is said that many even had their horses below decks.

The destruction of the French and Genoese fleet made it possible for England to hold Dover and Calais and for two centuries to absolutely control the gateway to Northern Europe, thus bringing great pressure to bear on the German cities of the Hansa League, the Low Countries, Spain, Genoa and Venice.

Some historians assert that artillery was used at Sluys, but this is doubtful. Cannon of the time were very awkward and used mostly for siege operations. Contemporary writers describe the loading of these cannon over night and their discharge at sunrise before the opening of an attack, after which they were frequently not loaded again until the following night.

The possibility of Turkey becoming one of the potent factors in the present war recalls the first great sea battle in which gunpowder played an important part in fleet operations. Near Lepanto, in 1571, a Christian coalition under the direction of Pope Pius V, engaged in war against the Turks, who had been for years enslaving Christian men for their galleys and women for their harems. The hostile fleets were more than a year in preparation, but at last they met in open sea. The

victory of the Christians under Don Juan, of Austria, was in great part due to a vessel called the gallica, a transition type between the galley propelled only by oars and the sailing vessel.

The clash of the two fleets was much like a charge of cavalry against cavalry. In fairly regular formation they swept down on one another.

The flower of Southern Europe's chivalry was on board the Christian fleet, and it is interesting to note that on one of the Spanish vessels was Cervantes, whose "Don Quixote" was to go far toward laughing Europe out of the age of chivalry. As the battle lines drew near, the eager Christians were spurred to valor by the piteous cries of Christian slaves tugging at the oars of the Moslem galleys, stung ever to greater and greater efforts by whip lashes of their masters.

All Pacha, the Turkish commander, ramméd the Heale, Don Juan's flagship, which, however, kept up a heavy fire at close range with her cannon and musketry. Twice the knights on board the Christian vessel charged through the smoke, their steel blades flashing, their armor glinting when the sun broke through as great banks of smoke rolled temporarily away, but they would have been annihilated had not Colonna come to the rescue.

Don Bernardino Cardenas, Don Juan's lieutenant, was killed at the commander's side and the leader himself was wounded, but he fought on until the Turks, seeing many of their vessels in flames, became discouraged and began to withdraw. Just as it seemed the day was won for the Christians, the Algerians returned to the scene of action, but the Knights of Malta drove them off. The Christians had lost 7500 men, the Turks from 20,000 to 30,000.

The story of the Great Armada of Spain is familiar to all. It was in 1588 that a fleet of galleys, galleasses and pinnaces attempted to land the armies of Philip II. of Spain on the English coast. Under Lord Howard, of Effingham, and such men as Drake, Probusier, Seymour, Hawkins and Wipster the smaller English vessels, short

of ammunition, but speedier and more manageable, harassed the Spanish fleet until it attempted to return to Spain and was broken up irretrievably by storms and disaster.

In the fighting which destroyed the Armada the Spanish attempted to employ ancient naval tactics, trusting to the grappling of vessels and deck fighting, but the English ships were handled by men who fought as seamen and refused to close with their adversaries, banging off in the distance and banging away with their artillery, smashing one Spanish vessel at a time, but gradually reducing the great fleet.

In 1805 the battle of Trafalgar was fought and Great Britain crumpled the naval power of France and Spain. By sweeping his forces from the sea it paved the way for Napoleon's downfall. The British lost 2500 men, among them Nelson, and the allies lost 7000.

It was in American waters that the first great fight between steam-propelled, ironclad vessels took place. In March, 1862, the Merrimac, a Confederate vessel which had been captured from the United States at Norfolk, recaptured the Virginia, cut down and protected by railroad iron, sank the Cumberland and drove the Congress ashore near Newport News. The following day the Merrimac returned, but instead of destroying the Congress at her leisure, as she had expected, she was met by the Monitor, a vessel built by a Swede, John Ericsson. The Monitor was an ironclad lying very low in the water, steered from a turret which appeared like a cheesebox. Neither vessel was able to inflict any great damage on the other and the Merrimac retired up the James River after a battle in which solid shot had bounded off the sides of both craft.

The battle had little effect on the outcome of the American Civil War, but its effect on naval warfare as a whole was enormous. All the navies of the world began at once to build ironclad vessels propelled by steam and the era of sailing ships in war was closed.

Four years later ironclad fleets clashed for the first time in history, off the Island of Lissa, in the Adriatic. It is notable that in this fight Austria opposed Italy in the same waters where it is not impossible the two nations may clash again.

Admiral Puzoso attempted to land men from an Italian fleet at the Island of Lissa, off the Dalmatian coast, but before he could effect a landing Wilhelm von Tegethoff and his far inferior Austrian squadron attacked him.

The Austrians steamed toward the Italians in three V-shaped lines. First came the ironclads, with the flagship Ferdinand Max at the apex of the wedge. Behind them were the old wooden ships and in the rear the gunboats. The Italians steamed to the attack in three divisions, line ahead, crossing the Austrian line of advance obliquely.

As the firing commenced Tegethoff signalled from the Ferdinand Max "Ironclads will ram and sink the enemy."

These simple orders were carried out to the best of the seamen's ability, but it was demonstrated that it was no easy matter to ram a steam vessel which could turn and maneuver without respect to the wind. Tegethoff himself was able to ram the Re d'Italia and steamed straight through the squadron, his gunners directing every shot at the gun ports of the enemy.

The Affondatore came very near to ramming the Kaiser, one of the Austrian ships, but suffered so from gun

paring for an attack with all his vessels, but the Italians steamed away, an action for which Persano was significantly disgraced.

The story of Santiago, when Schley and Sampson sunk or burned the entire Spanish fleet under Cervera, in 1898, has been often told. The American vessels, lying off the entrance to the harbor, met the Spaniards as they steamed out, line ahead, and chased them along the coast, until every single ship was destroyed. Historians say that never was the annihilation of one fleet by another so complete. Dewey's victory at Manila, another of the world's great sea fights, is also too familiar to Americans to need description here. With the loss of only one man killed, the American Admiral destroyed the Spanish fleet and reduced the forts of the harbor.

Tau-shima is the name which thrills the seamen of every land, for this great battle, the greatest ever fought afloat, is the only engagement of modern times where two fleets of almost equal strength met and fought with modern weapons, under modern conditions. Santiago, in point of enormity, pales beside Tau-shima.

Of all the Russian ships engaged in this great sea fight, only two cruisers and two destroyers were able to reach Vladivostok.

FINE FRENCH ARTILLERY

Gauls' Big Guns Form the Backbone of the Army.

WHEN the news came that the Kaiser's Uhlans had been mowed down by French machine guns in the skirmish at Saint Croix some of the United States Army officers exclaimed: "I told you so!"

The eyes of every artillery officer are following the French artillery, on which is pinned the hope of France to whip the Germans.

Will the French artillery, admittedly the best in the world, wreck the havoc in the German ranks that has been predicted?

The French, since the time of Napoleon, have specialized in artillery and their guns, with their handling, form the backbone of the army.

The guns are manufactured in secret, such is the value placed on them. The famous Dreyfus affair of 15 years ago grew, in part, out of their manufacture had been sold to Germany.

Friendly as France is to her Russian ally, she never has even lent to Russia any of her newer models.

In action the French use the method of indirect firing, which has been copied by every other nation. The gun, if possible, is planted behind a hill, in a ditch or some place where it is invisible from a distance.

Then the officer in charge of the men handling the gun uses his glasses from the crest of the hill, or other high place, locates the enemy and calls out the direction and distance.

The gun crew fires a first shot to plant the gun in the ground, and after that it settles in position and can fire as many as 40 shells a minute.

Just before the shell reaches the breach, preparatory to firing, the correct distance is punched through figures stamped on the rim as a conductor time fuse marks, so that any desired distance is obtained. The marks on the rim cause the mechanism automatically to aim the gun.

According to the claims of the French artillery officers, no enemy, once seen at a distance of from one to five miles, can possibly escape absolute destruction.

The gunfire does not strike in the ranks of the enemy, but is aimed above them. The shell bursts from 40 to 50 feet from the ground and releases a shower of small bullets which plunge downward.

No matter how fast the enemy may

retreat or disperse, so rapid is shell after shell sent the enemy cannot escape. The gun also is constructed so that in firing it moves sidewise automatically to the right or left, thus covering possibly a quarter of a mile of an enemy's frontage.

St. Louis Republic.

An Old 1170 Tribute.

London Globe.

Professor Walter Rippman has unearthed a little known tribute to the charm and beauty of London, which has a special appropriateness at the present time. It comes from a description written by William Fitzstephen, dated 1170, soon after the death of Thomas a Becket, and runs as follows:

"Among the noble cities of the world that fame celebrates, the City of London, of the kingdom of the English, is the one seat that pours out its fame more widely, sends to farther lands its wealth and trade, lifts its head higher than the rest.

"It is happy in the healthiness of its air, in the Christian religion, in the strength of its defenses, the nature of its site, the honor of its citizens, the modesty of its matrons; pleasant in sports; fruitful of noblemen.

"The clemency of the skies there softens minds that they be not fierce and brutish, but rather benign and liberal.

"Above all other citizens, everywhere, the citizens of London are regarded as conspicuous and noteworthy for handsomeness of manners and of dress, at table and in the way of speaking.

"I do not think there is a city with more commendable customs of keeping sacred festivals, almsgiving, hospitality, confirming betrothals, contracting marriages, celebration of nuptials, preparing feasts and of cheering guests."

Aggressive Art.

(Washington Star.)

"I rather like the old-fashioned novelist, who sometimes pauses to allude in a deferential way to the 'gentle reader.'"

"Yes," replied Mr. Fenwick, "but it's a dangerous practice. It's likely to make readers critical. What you want to do is to give the reader so much 'pep' and 'ginger' and so many 'punches' and 'knockouts' that he won't have enough courage or energy left to form an opinion."