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Dreadnoughts and Submarines

THE new super-dreadnought Arizona, launched last week will, perhaps, when completed and armed, be the most formidable fighting machine that ever was floated. More than 30,000 tons burden, panoplied in steel, armed with more terrible guns than any other ship and driven by engines that will drive the ship at almost railroad speed; she will represent the very acme of science, mechanics and invention as applied to warships.

But to lay members, who do not know much about ships and nothing at all about the theories which guide naval officers in making calculations of what constitutes perfect fighting forces on the sea; there seems to be something lacking.

For years Germany has been engaged in building great warships. All those years, too, England was building two ships for every one of the Germans. But so far that fleet has been of little avail to Germany, and England's superior fleet has in the main been occupied in holding in port the German fleet. But Germany is every day sinking British merchant ships all around the British islands with little inexpensive submarines. It is said that Germany is turning out a new submarine every ten days for use in British and Russian waters, and in the Adriatic and Mediterranean.

The question is, would it not be better to build more swordfish and less whales,

What would become of the Arizona's \$12,000,000 worth of steel and explosives and her crew of one thousand men, if assailed by a little \$150,000 submarine?

No doubt the British navy prevented a German invasion of England last autumn, but it cannot prevent the little undersea assassins from sinking every day her merchant ships. The question is: Has not the nation that has the greatest number of submarines and can handle them best the most effective navy?

Horse men divide horses into three classes: The blood horse, the plug, and the "general purpose" horse, by the last meaning a horse that is at once good for the plow, the road, and when needed, the saddle. Does not the submarine come under the head of an "all-purpose" fighting craft?

The Arizona seems to be about the ne-plus ultra of the huge fighting ship, and in direct battle would sink or put to flight a score of inferior ships. She seems to be to ships what Goliath was to fighting men until David, with his sling and a pebble from the brook drove the pebble into the giant's forehead.

Had Israel possessed a navy, we suspect that David would have petitioned to run a submarine.

Had Cervera, when bottled up in Santiago harbor, possessed half a dozen submarines, they might have stolen out at night and sunk both the Sampson and Schley squadrons.

Should not the most intense study of our naval authorities be to see if the submarine cannot be so perfected as to be the chiefest guardian of our coast cities and a mighty factor in a naval battle?

The German officer who commanded the submarine that destroyed the Majestic and the Triumph in the Dardanelles, Captain Otto Herrin, in his report wrote:

"Just before noon, looking through the periscope, I saw the Majestic surrounded by ten ships steaming around her in a constant circle for her protection * * *. Seeing a welcome space between the encircling ships, I pressed the electric button and the torpedo was going. It caught the Majestic a little to the rear of amidships."

There was as little difficulty in sending the Triumph to the bottom: the first torpedo did the business before the sun was up.

As to Constantinople

THE modern Mohammed took four years to prepare and take Constantinople from the last emperor Constantine. We believe that the first artillery used to batter down the walls of a walled city was employed by Mohammed there. His guns were crude affairs, but they were, at least in a measure effective.

Now those who were the besiegers then are the besieged now, and under the training and direction of German officers, they are putting up a most stubborn defense.

Turkey has long been called "the sick man of Europe," but it must not be forgotten that up to the battle of Lepanto, Europe had been for a long time in great fear that the Crescent would surmount the Cross in all Christian lands. Nor must it be forgotten how the chivalry of Europe dashed its spears in vain against the shields that Saladin called to his standard.

However, the allies must realize the absolute necessity of making a success on the Bosphorus. Russia can never get a free passage through the Hellespont until that is done, England can never be secure in either Egypt or India until that is done. It seems apparent, too, that the defenses there cannot be reduced by the dreadnoughts; their main fighting must be done by land forces. When enough are exhausted in Europe, the war will stop, but the Musselmans have declared "a holy war," they are all fatalists, and there are one hundred and seventy millions of them to draw from.

Those facts present about the knottiest problem that the allies have to solve, hence the present two great points of interest in the war are on the western front in northern France and at Constantinople.

All the nations engaged in the present war should begin to think what will come in case the hordes of Asia became aroused and start on a western conquest. Christianity was once in fearful danger from that source. Will it be again?

China As An Example

THE wires tell us that the Chinese have apotheosized some of their ancestors who were great military commanders, and on stated days

meet to worship their memories. It is further explained that they hope by this to inspire a more earnest patriotism among their young men. Suppose that through the weary centuries they had kept the memories of those old fighters more closely in mind, and had seen to it that their youths had been taught that they must always be prepared to defend native land, how different things would have been now. Russia, France, Great Britain and Germany have been encroaching upon them, each has on one or another pretext stolen her ports and lands, pressed exactions upon her people and now Japan, with only one-tenth of her population, has practically made her a subject state.

Then, having lost her military spirit, she has grown lax in every other way. She has never half cultivated her land. Not an acre of it has ever been thoroughly plowed; she has paid no attention to sanitation; half the work that was required to build her great wall would have made good roads all over her vast area—she might have made of herself the fear, rather than the pity of the world.

She is the most potent example of a people who neglect in time of peace to be kept prepared for war, in all the world.

Her people are acute enough of intellect, strong enough physically, but she has permitted the elements that make a people great to shrivel up as are a China woman's feet that all through childhood were compressed and not permitted to grow.

Ships and the Oriental Trade

WITH a good deal of display the New York Herald prints a long article, the burden of which is that the La Follette shipping bill, which goes into effect on the first of November, will have the effect of killing American shipping between our west coast and the orient.

The clause in the La Follette law most complained of is that which compels American ships on the Pacific to engage no seaman save such as understand the language of the master of the ship.

It is further explained that American seamen receive from \$50 to \$60 per month against which the wages of Orientals run from \$7.50 to \$9 per month; the food of American seamen costs 55 cents per capita per day, that of orientals 13 cents.

At the wall of the Herald one does not know whether to cry or laugh. Of course, the La Follette is a fool bill. It was engendered partly to make a showing after the Titanic tragedy; partly to throw a sop to a labor union that did not know what it wanted. Except the Dollar Line (which is a cheap peddler of the sea) no American ships have kept even that have tried to run between our west coast and the Orient during the past fifteen years. The only companies that have tried it have been the Pacific Mail, owned by the Southern Pacific railroad, and the Great Northern. Neither is paying dividends and the deficit of both has been made up by the men who have paid fares and freights to the respective roads.