

# WHEN LAIBACH FALLS INTO HANDS OF ITALIANS, AUSTRIA IS THROUGH

### Italian Commander Is Following Napoleonic Strategy for a Decision and Believes That the Shortest Way to Germany Is Through Austria.

WASHINGTON, Oct. 6.—Mention Italy and the war it is waging against Austria and Germany, and the average American thinks of it in two words: "Triest and the Trentino." He knows that Italy set out to free those two provinces, peopled by Italians and bound to Italy by community of interest as well as common blood. Every since in a while he reads in the papers that the Italian offensive has captured this mountain peak or that. Possibly he looks at the war maps and sees a whole host of other peaks and that appear about as high. He says: "Well, the Italians certainly have bitten off a tough job. But they are keeping a lot of Austrians busy even if they don't get very far." And interest and information of the average American generally begins and ends right there.

But the military purposes and the general strategy of the Italian campaign is going to play an increasingly important part in the war, no longer a mere minor operation of the war, or side war of its own, as it had been regarded for the most part in this country. With the passing of Russia, Austria must continue to feel strong pressure.

The major campaign of the allies, the one in which our armies will participate, and in which England and France will continue to center their efforts, of course, will be in France. But in the opinion of many military experts, the possibilities of the Italian campaign have been entirely underestimated by the allies and are not at all appreciated in America. Of course, the United States is not at war formally with Austria, but it is more a semblance of peace than the reality. Austria is Germany and Germany is Austria as far as Austria is concerned. The Italians believe that the real chance for decision lies in knocking out Austria by striking at her through the gaps they are opening up in the Alps.

A Load to Germany. Of course, they have their self-interest in seeing the strong blow struck at Austria and the Hapsburgs brought to their knees, but at the same time they point out that Austria today is the weak link in the Teuton alliance; that she is daily and weekly becoming more of a load for Berlin to support; Austria put out of the war, even as far as Russia has been, would force Germany to terms quicker than sledge hammer blows struck at Germany herself.

The grand strategy and war purposes of Italy is not merely to attempt to seize all of Trentino and Istria, the Italian provinces and sit down and hold them while the allies fight the war out to a finish. Italy is in the war to a finish. And her blows at Trieste, the goal to which every Italian eye is set as the freeing of a real Italian city, are secondary to her general campaign—that is hammering the Austrian army out of business. And the Italians say they can do it if they get sufficient help in the way—not of men, for they have plenty—but of war munitions. Their campaign, conducted under the leadership of their great strategist, Cadorna, is in complete accord with the grand war plans of the allied military councils and, since the weakening of Russia, has become of tremendously more importance.

The real goal of the Italian offensive is not Trieste, although the allied legions are knocking at the door of Trieste. The objective is Laibach. If Laibach falls—and it is a matter of months in the future—their strategists say that not only Trieste, but the entire Istrian peninsula, including the great Austrian naval base at Pola and the Austrian fleet that is now sheltered there, and Fiume, the seaport on the other side of the peninsula, will fall, too. In other words, the Italian strategists say that Laibach is the key that opens the door to three Austrian seaports and threatens her control because of communications to

the entire Dalmatian coast. With the enemy wiped off the coast, the submarine menace in the Mediterranean largely becomes a minor issue. The "sub" bases, except for nests hidden in the Dalmatian islands, will be wiped out.

Why is this so? A glance at the military map at once discloses the importance of Laibach, furnishing the chief road to Trieste. But it does not, on the surface at least, indicate why the capture of this strategic point should mean the evacuation of the Istrian peninsula and threaten Austrian control on the entire Dalmatian coast. There are other railroads and other military roads that lead into both Pola and Fiume from Hungary, besides those from Laibach, including a direct line from Budapest. Why, then, the supreme importance of the capture of Laibach?

The writer put this question of Trieste up to some of the highest representatives of the Italian government in this country. He talked with members of her military mission. And he said that the type and ability of the military men Italy has sent over to America has been a source of constant surprise to those Americans who did not know the real Italy. "If you study Napoleon's campaigns," said one, "and his Italian campaigns were the highest mark reached by his military genius, you will see that when Napoleon sought Venice he first struck at Verona, captured it and removed that menace to his communications. And the fall of Venice was comparatively an unimportant matter. When Napoleon struck at Germany it was through Austria and into Austria from Italy. Napoleon said the way to Germany was from Italy, the way to Austria was Laibach. When Napoleon reached Laibach he had Austria beaten. And it still holds true. When Italy reaches Laibach it will be a beaten Austria."

Now the case is the same. Italy is in its most general terms. Down to the situation as it exists today. "Of course there are other railroads and means of communication into Fiume and Pola and Trieste and the Istrian peninsula than those from Laibach," this Italian authority said. "But it would be much the same as if somebody were trying to capture Milwaukee, St. Paul and Minneapolis, and they cut the railroads at Chicago. There would be other railroads and means of communication but with the vital flow of communication coming from the east, any army would have a difficult, almost impossible, job getting supplies if the road was blocked at Chicago. That is what Laibach means to us and why we are driving for it. Also when it is reached, you may know that it will be a beaten Austria for she never will give it up until she has made her last effort to hold it. From Laibach the terrain is such as to favor extremely the attack in a drive from Laibach to Fiume, should the Austrians be foolish enough to try to stick it out. It is the gateway to Hungary also.

The Italian campaign not only is based upon the lines of Napoleon's Italian campaign, but it surpasses it, as does the fighting on the French front, any conception Napoleon had of warfare in magnitude. The fight thus far has been entirely on the upgrade, both figuratively and literally speaking. Austria held all the high ground; the Italians held the plains. The highest peaks and the most strongly fortified positions were only a short way across the Italian frontier. Austria regarded the Italian offensive as an impossible task. The mountain passes in the Trentino are to all intents and purposes impassable, except with a completely crushed and beaten Austria.

Over Peaks to Victory. The Italian strategy there is practically a defensive game entirely. But on the sea or what is known as the Isonzo front, although the battle line has passed well beyond the Isonzo,

the Italians have won victories that even a few months ago appeared impossible of achievement. They have generally fought on the upgrade. They have scaled mountain peaks that commanded the Italian front and kept back an offensive in face of the most murderous artillery onslaughts. They have bridged mountain gorges, and crossed and scaled the opposing peaks when even the effort looked suicidal. Rare engineering feats have been accomplished to get supplies and guns up and forward. The offensive in its full force was sustained for forty-five days, literally wearing the Austrians out and using up their munitions. And today the Italians are resting on the west slope and peak of San Gabriele, the Gibraltar of the Julian Alps. Only Mount San Daniele remains of the series of peaks that Austria had fortified for a half century as the first and strongest line of defense against the Austrians against invasion. To the south the Italians are hammering away at the Hermada, the stronghold that holds the fate of Triest proper, although the road to the Istrian peninsula. It is no easy road ahead. The road to Laibach is a succession of mountains and plateaus. A trifle over thirty-five miles remains to be covered. The advance has been only seven or eight miles thus far, although it has been many miles, if the mountain slopes that had to be mounted and then descended from, were measured in the calculation. But the point which elates all Italy and which gives them confidence in their ability to complete the rest of their journey this fall and next spring and summer, is that they have fought themselves to the top. They hold the highest peaks now and are looking down on the hated Austrians. They have accomplished the hardest job. The advantage now lies with them in the superior heights from which to launch their artillery fire. It will take weeks and months to get roads opened up and the big guns all in play again, although the present offensive hasn't spent its full force yet. But they are fighting from the peak down—not up. And already they have cost the Austrians more than a million dollars and thirty thousand prisoners in this drive alone. Conservative estimates are

that two hundred thousand Austrians were put out of business. Italy has the men. On account of the topography she hasn't been able to bring her full force into play. She estimates she is keeping close to 1 1/2 million Austrians on her front. But as she gets more elbow room she can bring more force to bear. She has several million reserves untouched that her military leaders say can be brought into action. She needs munitions and war material, not men. What is being done to help her? Since the Russian debacle, it is an open secret that Italy has received much more in the way of munitions than she did before. She is getting still more.

A Question of Ships. But the case of Italy is the case of the other allies. It isn't a question of munitions eventually. Those can be had. It is a question of tonnage. Italy has to have the ships. And there is only so much shipping available. She isn't complaining of her allotment. She needs more. But so do the rest. So, after all, her case merely points in an emphatic degree what the real problem of the war now is—meeting the submarines some way and getting more shipping. Without more ships it is a difficult task to get an increased supply of munitions over.

The writer asked General Tosti, head of the military mission in this country and one of Italy's best regarded military leaders, how Italy was faring in supplies. He answered: "More supplies and at a less cost." "Your nation has taken giant strides since entering the war," he continued. "No other country could do what you are doing by mobilizing your wonderful industries. Italy needs steel, for example. But she not only needs steel, but fourteen different specifications. France has her different needs; England has hers. Yet your wonderful organization of industry has been and is being so perfected that you are going to meet all our needs as well as your own. A half hour ago I signed a contract for certain supplies. I got nearly the quantity that I had been able to get before. I got it \$20 a ton cheaper than we have been forced to pay. And with we have national, who have already borne the Austrian expense of many months of war already, that means much in relieving the strain."

## BUILDER OF FIRST SUBMARINE TELLS OF DREAMS OF INVENTOR

### Paterson, N. J. Man, Who Helped Holland Develop the Undersea Boat, Describes Visions That Came True a Generation Later.—Holland Was School Teacher.

There is living in Paterson, N. J., a man who forty years ago saw the birth of what is practically the idea back of the German submarine campaign. He is William Dunkerly of Crooks avenue and he helped to develop the Holland submarine boat. "In 1874," he said in a day last week, "John E. Holland, a teacher in St. John's school, had a dream and could be seen at any time with his drawing board before him and the children figuring on his box. "He came to me with his figures," but we didn't agree. Mine came to 200 pounds more than his. But he said that I must be wrong, as all in the class signed at his. He did. Many times the youngsters told me of having punishment coming to them and of escaping it by going to him and talking of the submarine until he became interested and forgot to punish them. Others say he was so absorbed in his idea that they learned to smoke while in class.

"The boat was built in the machine shop of T. J. & L. of this city. I was foreman that time. When it was completed we put it on an express wagon, carted it to the Passaic river and launched it. Before we could turn about it was gone. "Turning to look at some one on the bank I saw two bear barrels lying there. I quickly plugged the bung-holes, and after the boat had been raised I tied one keg to the bow and the other to the stern. Then I towed it up the river near Pennington park, where Mr. Holland was to make his experiments. I owned the first steam launch that sailed on the Passaic river.

Ready for Tests. "Mr. Holland was then ready to go down to make his tests, and after fastening ropes to the bow and stern and attaching an apparatus which he fastened over his mouth for purifying the air, he breathed, he went below and didn't come up for more than an hour. We were beginning to become alarmed and were about to pull the boat up by the ropes when he rapped on the top of the boat and said that was the signal to draw him up. "When he opened the top he came out smiling. Holland had demonstrated the effectiveness of the diving apparatus which he had been using. The trouble with the boat arose from the difference in displacement in salt water and fresh, which he had overlooked. The boat would have been all right in salt water. His fifteen foot craft with its double engine and its two diving rudders solved the problem of diving, and he made discoveries that enabled him later to design the submarine boat which was accepted by the United States government. On his work the development of the submarine is based.

"For a long time there was secrecy as to who was paying the expenses of Holland's experiments. One story was that friends of Ireland wanted the Holland boat to attack Great Britain's warships. One of the men who gave a great deal of attention to the experiments was O'Donovan Rossa, the Irish revolutionist. He made many visits to see how we were progressing. "Once while he and others were watching an experiment on the river I saw the reflection of small glass which flashed in my face. I tried to locate the glass and discovered that it came from a tree, and when I went to investigate I saw that the man of the promise was in Paterson. I was watching us closely with a strong field glass. When I asked him to come down and make an explanation he asked me why I was working against the English. I told him that it was for the dollars I was working, not against any government. "He reported back to the government, and we were closely watched from then on, but, as I told him, the English government has nothing to fear from that submarine. Indeed I don't think England ever would have the experience with any submarine that she has had during this war. "The first boat was built in 1877. Then Mr. Holland, becoming convinced that he could build a longer boat for less money than it would cost to remodel the old one, laid his submarine up in the boat house of Lister's boat house. His ambition was to build a submarine that could fight battleships. I recall that when we were making our second trip up the river Mr. Holland told me that he had had the decision wrought among the shipping of the world by two of his submarines, saying he dreamed that in just one week he torpedoesd

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"Surely Did Go. "Finally we got started and we surely did go. It was a good thing for us that there was no speed limit or we should have got into trouble. We were going to be in the water in the eyes to see what would happen to us but we soon turned and came steaming back quite satisfied with our experiment. But it was funny to see the expression of horror on the faces of those about us when we sailed away. "What did I have to do with the construction? Well, Mr. Holland was the inventor and drew his own plans. Not that he didn't get a lot of help from his own drawings and many of the parts had to be worked out. I was a young machinist at the time and much interested in machinery but had no thought of building such a thing as a submarine boat, though I must confess I was greatly interested in it when we finally got it started. "All parts were assembled before we launched it, but it was necessary to make many alterations. It was quite an easy matter to think certain parts should work, but it was another matter to make them work as we wished. Holland didn't give up making alterations until he found that it would cost him more to rebuild the old boat than it would to build a new one. We set to work on the second one and that is the one he wished me to run for him.



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### AMERICANS WILL HONOR MEMORY OF KOSCIUSKO, POLISH PATRIOT

WASHINGTON, D. C., Oct. 6.—The thousands of American citizens of Polish ancestry are making elaborate preparations to pay honor to the memory of Kosciusko, the great Polish patriot and warrior and the friend of America in the Revolution, in celebrations to be held this month on the centennial anniversary of his death. Plans are under way for a notable patriotic meeting to be held in this city, with President Wilson as the chief speaker. Similar observances are to be held in Chicago, Cleveland, New York, Milwaukee and various other cities with a large Polish element in their population.

Thaddeus Kosciusko was one of the most prominent of the many men of varied fortunes and strong character who were attracted to America at the time of the Revolution. He belonged to a family of the lesser nobility, and his life was marked out for the army. He had a distinct taste for music, and this attracted much attention at the time he was in Poland. He was placed for study. He made a brilliant success in all branches of his education, so much so that the state sent him to France to perfect his studies.

It was really an unhappy love affair with the daughter of a Polish nobleman far above his station that decided Kosciusko to seek adventure in some foreign land. The struggle in some of the American colonies appealed to him, and in 1776 he sailed from France with the French fleet to assist the Americans with his sword. Washington found him a devoted officer and one to be trusted in times of emergency where firmness and courage were eminently essential.

He went back to Poland in 1766. When his unhappy country became subject to Russia he went to live at Leliv and there he remained till the army was reorganized in Poland. He was made a major general.

His efforts for his country were stupendous, and at one time he held 80,000 men. But the action of King Stanislaus in agreeing to peace in 1792 made all Kosciusko's efforts of no avail and he resigned his commission and returned to his native Poland. A second time divided into sections, there was a revolution, and Kosciusko was called to Cracow and made dictator of Washington in the midst of danger and pressing needs.

He was victorious over the Russians at great odds, and if King Frederick William, of Prussia, had not come to the aid of the Russians the Poles would have won their independence. But the Polish army was opposed by thousands more than they could bring into the field, and in a last terrible battle, where Kosciusko had only 4,000 men he met 14,000 Russians, the Poles were overwhelmed and their brave leader was wounded.

He recovered from these wounds, however, and for two years was in England.

It appeared for him before the government representatives many times in behalf of the submarine, and we had some very brilliant lawyers working against us, but Holland finally had his plans accepted by his own government



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