

United States of America. For a time there he resumed his vocation as a school-teacher, at Paterson, New Jersey, while he continued to work on and better his submarine plans. The first boat which he built, said to have been financed by a Frenchman, was made of wood and had a very clumsy engine. It was a one-man submarine, and Holland himself carried out all experiments in it on the Passaic River. These led to many changes and improvements, and his next boat, "a newer and a better craft", was built.

Romantic legend sprang up around this boat on account of Holland's efforts to preserve the secret of his invention. The newspapers called it "The Fenian Ram" and said, it was being constructed for the destruction of the British Navy. This, of course, was preposterous; for, as Holland afterwards said, his sole purpose in working on the invention was to prevent the widespread slaughter to which he knew the gigantic National Navies were leading. But, although the stories were exploded, the romantic name stuck and Holland's boat was known as "The Fenian Ram" until its replacement by a still better boat around the turn of the twentieth century.

In 1893 he received State recognition for his work and was commissioned to build submarines for the American Navy. "The Holland," which his company now built, was 53 feet long, 10 feet 3 ins. wide, and had a displacement of 75 tons. It travelled underwater at a speed of  $5\frac{1}{2}$  knots and was armed with one large torpedo tube, one pneumatic dynamite gun and three short torpedoes. It proved a complete success, and, as a result, the Holland Submarine Company were given the complete contract for the United States submarines, many of which were still in use during the World War.

In 1887, while he was still teaching at Paterson, New Jersey, Holland married Margaret Foley and had three sons and one daughter. In 1905 he was granted the degree of Bachelor of Arts from Manhattan College, New York, and he died at his home in Newark on August 12th, 1914.

Holland's recognition gained him a fortune but he did not realise his hopes. Like most scientists who invent death-dealing weapons, he was an idealist who hoped his invention would be used for the good of mankind and not for its extinction; to control the building of large navies and the useless slaughter of thousands of human beings. What a hope!

## DANIEL HONAN

Daniel O'Honyn, Admiral in the Spanish Navy, was the son of Walter O'Honan, of Tullamore, near Ennistymon, by his wife, Mary Holway, a Scotswoman. In the beginning of the eighteenth century he left Ireland and served for a time in the British Navy under Captain Christopher O'Brien.

In 1713 he arrived at Cadiz, and here his kinsman, Father John O'Honan, a Franciscan priest and chaplain to the Irish Brigade, persuaded him to enter the Spanish Navy. He did so, entering as a private and, as he said himself, "tugging against wind and tide" until he had attained the post of Admiral.

About the year 1753 he was put in command of the Spanish Fleet which was then stationed at Ferrol, and he was appointed Military Governor of that town. Honan spent a long and arduous career in the service of Spain, and although he many times asked permission to take his well-earned retirement and return to Ireland, this was not granted until the year 1766. Honan was by then close on seventy years old—too old to return to Ireland, as he desired—so he settled in the more equitable climate of Cadiz and probably died there shortly after.

In all Honan's long residence abroad, he never forgot his native Clare or his kinsmen there. In the year 1756 he presented a chalice to his native parish of Killaspuglenane, where it is still in use, "a decent, solid piece costing £7 10s.," and inscribed in Latin: "The illustrious man, Sir Daniel O'Huony, who recently held the post of Governor of Ferrol under His Catholic Majesty, and who at various times commanded several ships of the same King, gave this chalice to his native parish of Killaspuglenane in the year 1756."

During his life in Spain he kept up a regular correspondence with his Clare relatives, the Lysaghts; sent them money from time to time, and received three of them in Spain in order to help them to a career. The latter service was not entirely voluntary, and in one of his letters he asks that his aunt, Brigett Loyd, be disabused of "ye extravagant notion she has of my riches and grandeur," lest she send any more impoverished relatives to him in Spain. One of the latter, George Lysaght, his grand-nephew, was so rich when he returned to Ireland that he built the mansion of Ballykeal, near Kilfenora, and was known locally as *Seoirse-an-air*.

Honan also retained his love and knowledge of his native language, and in one of his letters, written after thirty-seven years' absence on the Continent, he wrote the old proverb, again dissuading his relatives from coming to sponge on him: "Is mor adharcha na mbo abhfad on bhaile." Foreign cows have long horns.

## SIR VERE HUNT, BART

Sir Vere Hunt, Bart, of Curragh Chase, County Limerick, and Glangoole, County Tipperary, was born at Curragh Chase in the year 1761, son of Vere Hunt of Curragh and Anne Browne of Newgrove, County Clare. He was a soldier by profession and raised three infantry regiments as well as being very prominent in the Irish Volunteer movement. For these services he was created a baronet on 4th December, 1784.