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The Navy has Saved the World.

The following recently appeared in the New York Sunday World as an editorial: Had Admiral Mahan lived to see the beginning of the second year of the world war he would have found in the events of the first year the most striking vindication yet recorded of the influence of sea power upon history.

Except for the British navy, Germany to-day would be master of the world. Germany's marvelous preparedness, combined with her unparalleled military resources, gave the Teutonic alliance a commanding advantage that all the rest of Europe could not have withstood had land warfare alone been able to determine the result. But for British domination of the seas the war would be over and civilization prostrate before triumphant German militarism.

What has been accomplished by British sea power has been carried through without a single conspicuous achievement. There has been no decisive naval battle. There has been no engagement between warships of the first class. Not a single dreadnought has yet been in action except against land defenses or us sighted a hostile flag at sea. None the less, the work of the British navy as a whole is the one, decisive factor of the war.

German commerce has disappeared from the ocean, and hundreds of thousands of tons of German ships are rusting at their piers. Except in a clandestine fashion, Germany is cut off from all trade with the outside world and compelled to manufacture for herself whatever she needs for military or civil purposes. Only her Baltic ports are open. One by one her colonies have dropped away, and month by month her isolation is more complete. The military consequences of that isolation will become more and more important as the war proceeds.

Since the battle cruiser engagement in the North Sea, in which the Blucher was destroyed, British sea power is no longer openly challenged by Germany, which is satisfied to wage a furtive submarine warfare against unarmed merchant ships and keep Von Tirpitz's navy snugly hidden in the Kiel Canal beyond the range of British guns. In the midst of this sniping, the British navy continues to do its main work without interruption, while the losses sustained by British shipping through submarine warfare are without real importance as affecting the outcome of the war.

British and French commerce continues because the Germans cannot command the sea. The Allies have the manufacturing resources of the world to draw upon. More than a million soldiers have been landed in France under naval convoy without the loss of a single transport. British colonial troops are transported from every quarter of the globe as freely as in time of peace. The operations at the Dardanelles have been made possible only by the British navy, and but for the British navy Russia would not be able to obtain the supplies of ammunition and guns without which no further resistance could be made to the German advance. Most of the splendid courage and devotion of the French people in this conflict would have been futile had not the British navy enabled the French Government to supply the equipment in which the army was so fatally deficient at the beginning of the war.

Much has been made by captious critics of the failure of the British fleet to "capture or destroy" the German fleet as it was ordered to do when the war began. But the German fleet might as well have been captured or destroyed for all the service it has been able to render to the empire and to German arms. A fleet which is so completely out-matched that to invade further is to invite destruction is practically nonexistent for all the purposes to which sea power can be put in time of war. Whether the British navy did all that it should, or less than it should, the fact remains that British sea power has saved the Allies from defeat, and that if Germany is finally crushed, it is British sea power that will have determined the issue.

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