

The Evening Times Star

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SIXTEEN PAGES.

THE FIRST U-BOAT BUILT IN 1850

rightened Danish Fleet Off German Shores.

CALLED "SEA DIVER"

had Inglorious Record—Stayed at Bottom and Blew Crew Up.

Germany's first undersea boat to be used as a weapon of offence was built in 1850, and by means of it the Germans drove off the Danish fleet which then attacked the German coast. This first submarine was known as the Sea Diver, and was planned and navigated by one of the most famous naval engineers of the day, Baron von Dönitz...



BEAKING HOME TIES.

himself to Russia, where his ideas met with a greater measure of sympathy, for he constructed a submarine in which at the coronation of Czar Nicholas II, he took a small orchestra beneath the waters of the Nevada, where they discoursed music which could be heard by the wondering crowds on shore.

Public Must Have Courage to Avoid Commercial Panic

Spirit of Co-operation Will Not Permit Return to Destructive Competition, says President of U. S. Steel Corporation

New York, Nov. 14.—Elberth Gary, head of the United States Steel Corporation, has warned the American people to be on their guard against "economic demoralization, depression and possibly panics" which might accompany readjustments after a world war.

living prosperity in this country should be continued. "The United States is the richest of all countries. If industry is protected and fostered in accordance with its merit, the war burdens surely, even though gradually, will be lifted."

"And judging the future by the experience of the last few years, there will be a disposition on the part of those in authority to assist rather than to attack business effort. There will be steady, reflection, friendly concern shown in relation to the needs and requests of enterprise and investment. Legislation and administration will be founded on ascertained conditions, deficiencies and requirements. Both capital and labor will be protected and rewarded. Employers will lead in the effort to promote the welfare of their workmen."

"Co-operation will be seen on every hand. Capital and labor will continue to co-operate with governmental administration, and the latter will reciprocate in every practical and proper manner. This spirit has been exhibited in a marked degree in this country and other countries during the last four years, and its benefits have been demonstrated so clearly that they will not permit a return to the methods of destructive competition."

SHOULD ASSIST SMALLER MEN IN EXPORT TRADE

Toronto, Nov. 14.—W. J. Bowman, president of the Canadian Manufacturers' Association, who is going to Montreal and Ottawa to take part in post-war trade conferences, expressed his pleasure today at the proposal of Sir Thomas White, minister of finance, to establish a system of export credits, but was of the opinion that the government should arrange to assist the small manufacturers in doing their share of foreign trade.

"The big manufacturers can afford to investigate the financial standing of foreign buyers, but this cannot be done by the small manufacturers," he said. Mr. Bowman said that the number of trade commissioners should be increased if necessary and that they should become export agents for Canada. Foreign traders should be able to place their requirements before the trade commissioners, they to command the wants and financial standing of the foreign buyer to the Canadian government, which through speedy means, probably the publication of a journal, say once a week, convey the information to the manufacturers.

LOCAL NEWS

WANTED—Laundry girl, Royal Hotel. NEW WINTER COATS. This first fall of snow brings to mind your need of a new heavy winter coat. Women's misses', and children's coats in great variety on sale Friday at wonderful bargain prices. They comprise all the new styles and are made in good materials. Children's coats, from \$4.50 to \$7.50; misses' coats, from \$10.50 to \$14.50; women's coats, from \$10.75 to \$29.75. Coats on sale in costume section, second floor. 11-16. Ladies, gentlemen's suits, overcoats, \$28 to \$60.—Morin, expert tailor, 62 Germain. 11-18. NOTICE. Regular Freight Handlers will hold their postponed meeting on Friday evening, November 15, eight o'clock; full attendance requested as business of importance will be taken up; also election of officers. 11-16. CHRISTMAS PHOTOS. Have your sittings now; avoid the rush.—Climo's, 83 Germain street. 11-28. There is a shipment of American Cumberland blacksmith coal landing for J. S. Gibbon & Company, Limited. 11-16. —BUY-VICTORY-BONDS—

GREAT SHIPPING TRUST.

American Concern to Rote Atlantic and Pacific. Copenhagen, Nov. 12.—According to a special to the Extrabladet from Stockholm, it is said that a great American trust is to be formed, intending to rule shipping on the Atlantic and Pacific with a capital of \$250,000,000. The power and influence of this trust will be great because American wharfs now building will take care of sixty per cent of the world's tonnage. —BUY-VICTORY-BONDS—



We Can't All Go To The Front; But We Can Come To The Front By Buying Victory Bonds.

Next to a Victory Bond, the soundest investment you can make is buying a Fit-Reform Suit or Overcoat. It represents honest value in fabric and workmanship. It pays good interest in style and service. And behind every garment is the guarantee of the founders in Canada of high-class tailoring—the house with over a quarter of a century of success—to insure satisfaction. If you can't buy a suit or overcoat and Victory Bond as well, buy the Victory Bond. If you can afford both, buy both; and send your old garments to the Belgian Relief Fund.

Fit-Reform DONALDSON HUNT 17-19 Charlotte Street

Advertisement for The Ross Drug Co., Limited. We Save You \$3.00 to \$4.00 On Every Pair of Spectacles or Eyeglasses. Our Price \$3.25. The Ross Drug Co., Limited THE REXALL STORE 100 King Street, St. John, N. B.

MUTT AND JEFF—AND MAYBE EX-EMPEROR BILL WILL BE SHINING THEIR SHOES By "BUD" FISHER



Bauer took command himself with all the confidence in his machine of the born inventor and his operations during the first days of January, 1850, aroused such a panic in the Danish fleet that they withdrew several miles from the German coast. This retreat, however, was dictated more by fear for an invisible enemy whose destructive capacity was an unknown quantity than by any real strategic value on the part of Bauer's undersea boat. Nor was the inventor able to repeat his success. In the first place, the manual apparatus by which his vessel was navigated required its submarine progress extremely slow, and all its operations would have to be to reach and destroy single enemy craft, as it was obvious that no other hostile ship would remain in the neighborhood after a disaster, but would take advantage of its steam power to outstrip the slow-moving submarine. It was on Feb. 1, 1850, that an incident occurred which convinced the Prussian authorities that the sufficiently developed invention was not a serious naval response. The submarine was employed for nose-diving rolled with such violence from stern to stern that it displaced the ballast and the enormous strain it upon the compartments of the vessel threatened to break them down. In a trice, Bauer and his crew of two found themselves in an iron prison resting on the ocean bed, without any hope of ascent to the surface, the machinery for pumping out the water having been put out of gear by the shifting of the ballast. To add to his difficulties, the inventor had to face mutiny on the part of his despairing assistants, who began to revile him as the cause of their misfortune, and, after the manner of their race, to lament their fate rather than make any attempt to mitigate it. Inventor Narrowly Escapes. Bauer, however, kept admirably cool, and did everything in his power to hear to his companions. At first they would not listen, but at last they consented to help him, and worked desperately to get the pumps in order. Their efforts were rather hampered by the assistance of the good intentions of their comrades above who had occurred, were attempting to help him, and worked desperately to get the pumps in order. To the horror of Bauer and his men, those were dashed again and again on the glass windows, which were all but shattered by the contact. Such a fracture would, of course, have meant death by slow drowning, and the wretched trio imprisoned fathoms down shattered each time one of the grasping iron struck the ports. But the hour of their deliverance was near. The air pressure inside the submarine suddenly burst the hatches and Bauer and his men were shot from their raft to the surface as from the cannon's mouth, none the worse for their two years' imprisonment. The Sea Diver was destined to remain at the bottom for nearly a year, and it was not until 1857 that it was raised and placed in the naval museum at Kiel. Some years later, when the propaganda of the Navy League stirred Germany to her depths, it was deemed advisable to rid it by the exhibition of the first submarine in the capital city, and the Sea Diver was accordingly conveyed to Berlin, where it still rests in the Oceanographical Museum. Although Bauer's career as an inventor of submarines was at an end so far as the Prussian government was concerned, he determined to push his ideas elsewhere, in the confidence that they would meet with ultimate success, and with his object he came to England, where he submitted his plans to certain Mersey shipbuilders, who, after carefully docking them, sent him about his business. Strange, indeed, would it have been had Great Britain commenced its career in submarine construction under German auspices. But Bauer, nothing daunted, betook