

# The Evening Times Star

PAGES NINE TO SIXTEEN

ST. JOHN, N. B., FRIDAY, NOVEMBER 15, 1918

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 shores. This first submarine was known as the Sea Diver, and was planned and navigated by one Adolf Bauer, a Bavarian corporal, who had no technical training in boat construction or engineering, but who was a unusually good mechanic.

The place of construction was Kiel, then the cradle of Prussia's infant navy, and the vessel was so speedily put together that it was ready for sea in a few weeks' time. It was built of sheet-iron, was twenty-six feet in length, and had a displacement of 81.2 tons. In appearance it was almost lemon shaped, and light was supplied to its crew by means of small plate-glass windows let into the hull. The torpedoes were carried inside and could be fired by a simple but ingenious arrangement by which the hull of a ship and exploded by an electric charge.

Entrance to the vessel was by hatches with water-tight lids, and submergence was accomplished by admitting water into a double bottom, whence it could be pumped out when it became necessary to rise. The air supply contained in the vessel was not calculated, however, to serve her crew of three for longer than four hours, as no artificial method of ventilation were employed to permit of any prolonged submergence. To enable the craft to sink speedily a heavy weight was sent to the stem, so that it dived nose downward, instead of merely settling—a device of doubtful value. The means of navigation were entirely manual.

Bauer took command himself with all the confidence in his machine of the born inventor, and his operations during the latter days of January, 1850, aroused such interest 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 rendered its submarine progress extremely slow, and all its operators could hope for was 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 could 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 Bavarian corporal's invention was not sufficiently developed to render it a serious naval weapon. The submergence was unsuccessful. The great weight which Bauer employed for nose-diving rolled with such violence from stern to stern that it displaced the ballast and the enormous strain put 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 hearten 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 their comrades above water, who, concluding that some mishap had occurred, were attempting to raise the Sea Diver by means of grappling irons. 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 shuddered each time one of the grappling irons 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 many a year, and it was not until 1887 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 its 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



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.

This vessel, however, was never employed for other than gala purposes, and later Bauer retired to Switzerland, where he died disillusioned and indignant. The fine memorial erected to him in his native city of Munich is perhaps as much a monument to the proverbial ill luck of the pioneer as to the invention of Germany's first U-boat.

—BUY VICTORY BONDS—  
Leonard Johnston, Loch Lomond, met with a severe loss recently when his auto caught fire and was completely destroyed. Mr. Johnston left his home

early in the evening to visit a neighbor and while en route his car caught fire. It is understood the loss was covered by insurance.

GREAT SHIPPING TRUST.  
American Concern to Rule 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 \$200,000,000. 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—

## 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.

In a statement issued before he left for Washington to confer there tomorrow with the War Industries Board regarding steps necessary to return the steel trade to a peace basis Mr. Gary cautioned the public to "exercise prudence, deliberation and courage," as "much depends upon the attitude and the speech of men." He added that "it is easy to precipitate a feeling of demoralization and no more difficult to develop a sentiment of confidence and serenity."

Asserting that although there would be reduction in purchases for military purposes which might interrupt the conduct of general business, Mr. Gary asserted that there would still be "a normal and certain volume of business."

Any attempt to secure more than a proper share of this business, he said, would impede rather than accelerate prosperity, so that "we must all trim our sails in accordance with the drift and amount of business."

"If all business men recognize conditions and conduct their different lines so as to adjust the questions of supply and demand on a legitimate basis, all will be benefited and may look forward with confidence," said Mr. Gary. "Upon a careful survey of the situation, it will be found there are many reasons for be-

lieving 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.

Everyone Must Co-operate.

"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.

"As a general proposition, it is still true that the optimist who keeps within the limits of cash or stable cash resources will succeed. For the long future we have reason to believe that the country will be more progressive and more prosperous than ever before."

Some person broke into Fred A. Johnson's ladies' clothing establishment, 88 Dock street, late Wednesday night or early yesterday morning and stole goods valued from \$200 to \$300 dollars.

## 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. 11-13-14.

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. Manchester Robertson Allison, Ltd. Coats on sale in costume section, second floor. 11-16.

Ladies, gentlemen's suits, overcoats. \$28 to \$60.—Morin, expert tailor, 52 Germania. 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 Germania street. 11-28.

There is a shipment of American Cumberland blacksmith coal landing for J. S. Gibbon & Company, Limited. 11-16.

—BUY VICTORY BONDS—

We Save You  
\$3.00 to \$4.00  
On Every Pair of

# Spectacles or Eyeglasses

## Our Price \$3.25

Our Optical Department, under the personal supervision of C. E. BARRY, D.O., the well-known Eye Specialist of Montreal, is providing the means for St. John people to buy and be scientifically fitted with proper glasses at reasonable prices.

These are Gold-filled frames, fitted with spherical lenses, and sell regularly at from \$4.00 to \$6.00.

We still have a limited quantity of Rimmed Spectacles which we can sell for \$1.75.

Bring Your Eye Troubles to An Expert.  
Open Evenings

## 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

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By "BUD" FISHER

