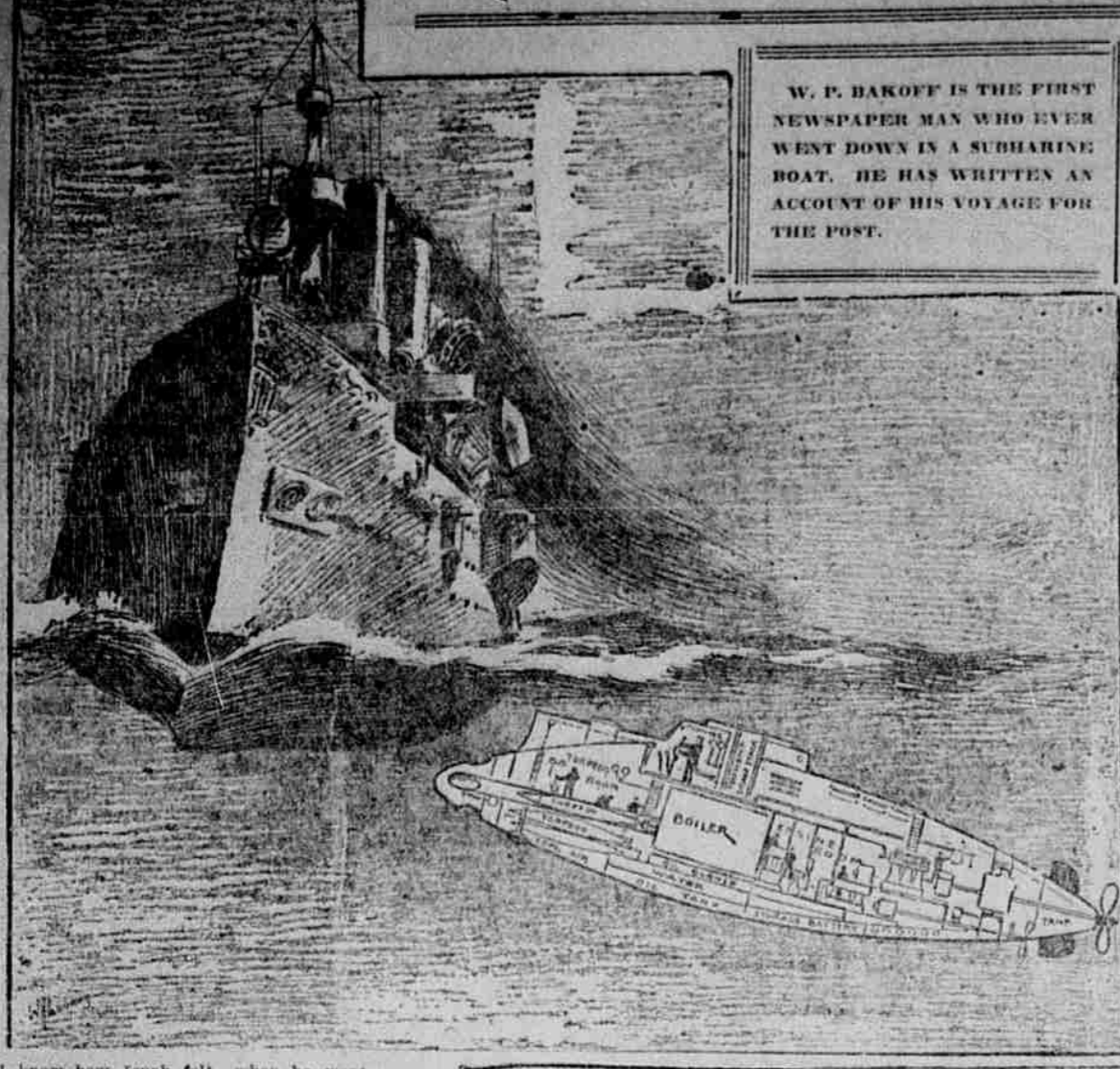


ONE HUNDRED FEET UNDER THE SEA

By W. P. BAKOFF, Special Correspondent for The Post.

W. P. BAKOFF IS THE FIRST NEWSPAPER MAN WHO EVER WENT DOWN IN A SUBMARINE BOAT. HE HAS WRITTEN AN ACCOUNT OF HIS VOYAGE FOR THE POST.



out of the window before you realize you are going.

The only sign that told us that we were sinking was the rushing of the water past our windows as we went down.

It took three minutes to get down as far as the inventor thought best to sink. Our dip downward took three minutes; then we rose, pushed rapidly through the water for an eighth of a mile and quickly came up again.

The power that took us down was several thousand pounds of pig iron—some of it on deck and some of it below—and a quantity of water which was let in one of the compartments in order to sink the vessel.

When the water is not let in the Holland always floats, but as soon as the boat is to

go down the lower compartments are filled with water and the course is turned downward by the means of a rudder.

All this was explained to us by Mr. Holland's lieutenant as we stood watching the preparations for our trip. We went down a depth of 100 feet and steamed through the water at the rate of eight knots an hour.

The special use which the government will make of the Holland submarine craft is that of attack upon warships. It is not intended for land use, although it could be brought close enough to the coast to make a formidable enemy.

Its most important use would be in deep ocean, face to face with a mighty cruiser. Without exposing herself above the water the Holland can lift her bow and with its powerful torpedoes, and fire upon the enemy's ships. It can expose only a very small point and immediately dive down as soon as the torpedo had been sent forth.

While we were under the water the interesting question arose of a submarine attack. How far it could be carried out and what damage could be done. The submarine boat could be an advantage only in destroying submarine boats, for the little vessels would be so evenly matched

that neither could go undamaged from the fray. Both would be destroyed. But with the cruiser on top of the water fighting with a submarine craft underneath, the chances are all in favor of the little boat.

The inventor pointed out to us the dark objects above us which represented small boats. These looked very near, although they were a long way off. A government tug followed us to keep watch on our progress. This we could plainly see at times when we pulled away from it quickly. The tug kept track of us so that it could come to us in a moment's notice.

Our mast had degrees upon it, showing how deep we were at all times. It was intended to raise flags on the mast so that any signal could be given in that way, but the mast and its degrees were substituted.

The inventor did not want a tug near us for fear that, if the Holland should come up rapidly under the tug, it should do it great damage. With its small curved top of steel it could put a hole in a tug without any injury to itself.

While the boat is to be used only for prosecution it could prove a very formidable enemy used as the sword fish uses its sword. Its sharp prow could do great

damage. But it is intended to be used as a machine of war and not as a machine of peace.

While we were submerged the boat was quickly changed from one battery to another in order to test them all, and we finally rose to the surface by means of a quick, rapid upward motion.

When the ballast was thrown overboard the surface and floated up. The inventor said that if the vessel could sink with only one battery, she could thus get a great advantage. She could thus get a great advantage. She could thus get a great advantage.

A government inspector here gave us a list of the government's submarine boats. At least \$1,000,000 of the \$20,000,000 appropriation would be put upon these boats.

A submarine boat costs \$200,000. A cruiser costs \$2,000,000. With six submarines in battle more damage could be done than with two warships costing twice as much.

WHAT THE LAW DECIDES

A banker who failed to repudiate his debt for a few days, there was a two before the bank finally closed and failed to repudiate his debt, but four days after included by the assignment for creditors, is held liable vs. Eilfert (Iowa) 38 L. R. A. 585, guilty of accepting and receiving a post knowing of his insolvency.

The adoption of the same "Order" by the Knights of Pythias, formed by members who had from the Knights of Pythias, because the old order refused to permit to have the ritual printed in the language, is held, in Supreme vs. Knights of Pythias vs. Improved Knights of Pythias (Mich.) 38 L. R. A. 658, to be justifiable and lawful.

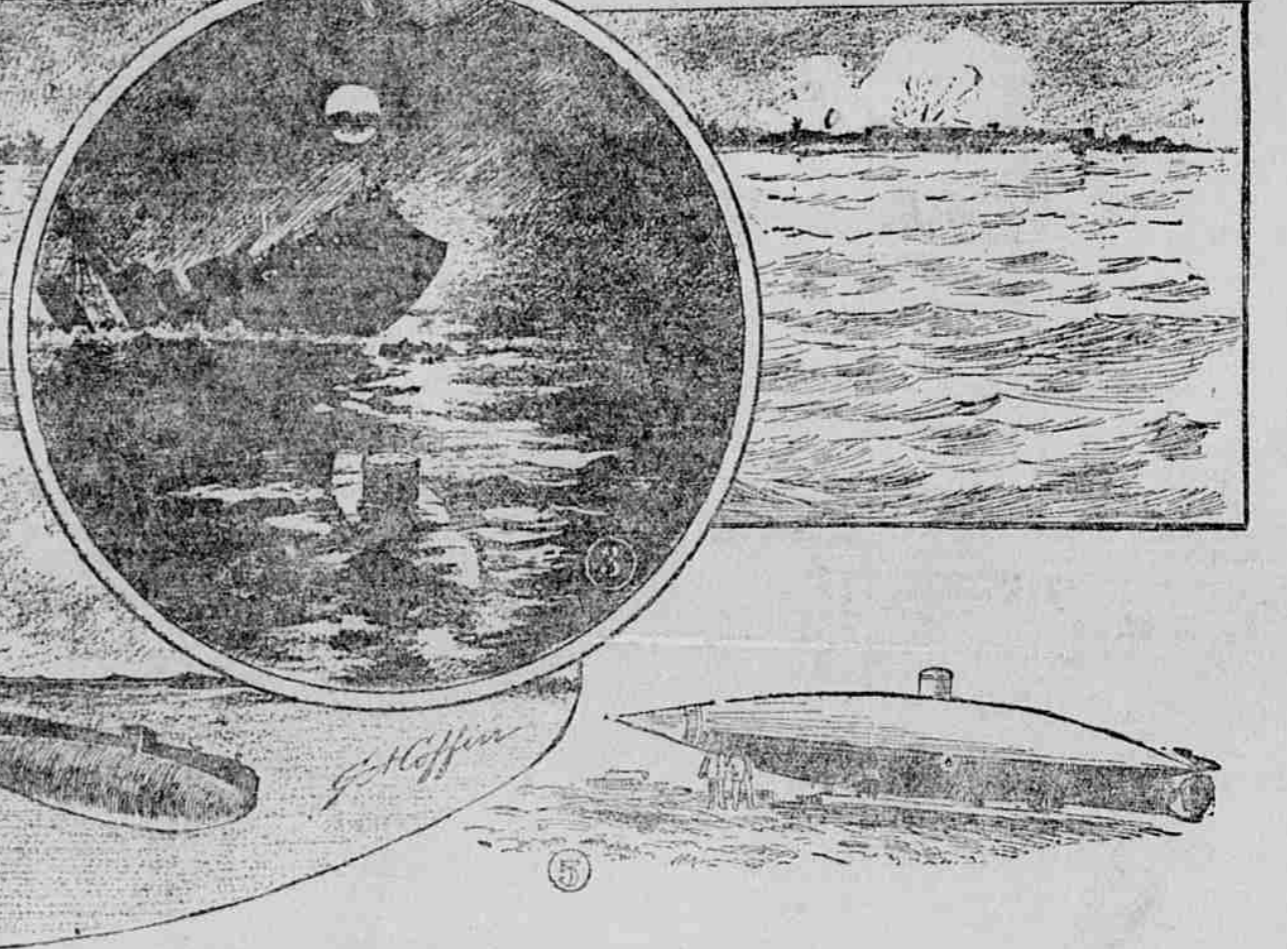
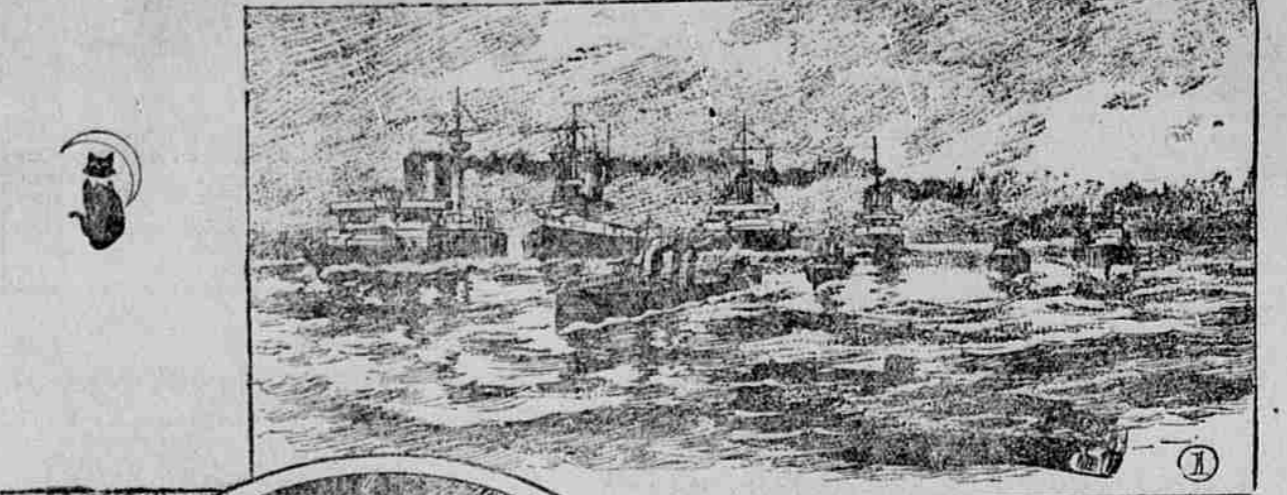
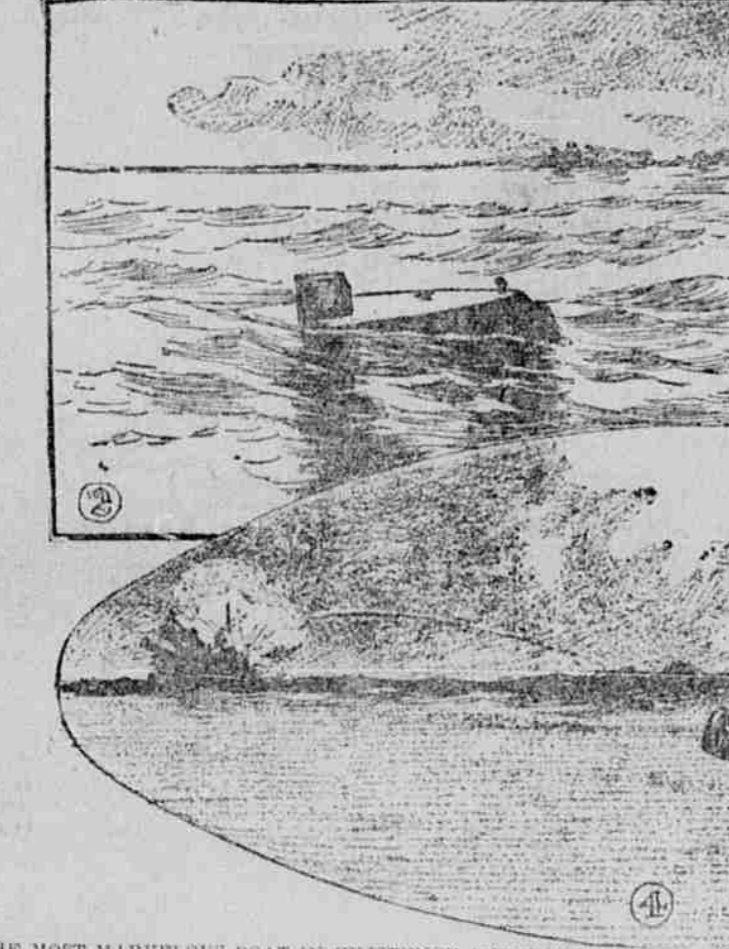
An agreement between the members of a community to refuse their aid to one who has failed to pay a bill, any member of their association in similar services is held valid, in Miller (Ky.), 38 L. R. A. 595, because person has a right to decline to do business relations with another, as long as it extends to any number of persons.

The fact that an institution is national to some extent and subject to the supervision of the superintendent of instruction is held, in People vs. Institution for the Blind, vs. People vs. 38 L. R. A. 331, insufficient to make it not a charitable institution, but to the visitation of the board of trustees.

No authority of a brakeman on a train to eject a passenger is held, in Chicago and Great Trunk Ry. vs. Chicago & Great Trunk Ry. Co., 38 L. R. A. 585, because where the rules prohibit passengers on that train and brakemen to know the rules and to eject to the orders of the conductor.

An Old Tale Retold. Somebody who spent some of the certain resort last summer vacation following, which, if not strictly a very creditable development, old story. A mother, a baby and were seated together on the train morning with a number of other.

The mother was deeply engaged in a book; the nurse was occupied by keep the baby out of mischief; the baby mustn't have it, was a remark, repeated over and over and invariably followed by wailing, thwarted infant. Presently, the without lifting her eyes from the said: "Do let him have it, nurse once. Anything to keep the past nurse's" began the nurse. "Do interrupted the mother. "Do have whatever he wants." Per there was silence—then a shriek ing that the preceding wails were in his beside them. In accordance mother's orders the baby had just a humbly.



THE MOST MARVELOUS BOAT IN EXISTENCE AND THE WORK IT CAN DO. 1. THE NORTH ATLANTIC SQUADRON AND A SUBMARINE TORPEDO BOAT; EXPERTS SAY THE SUBMARINE BOAT COULD EASILY DESTROY THE SQUADRON. 2. THE SUBMARINE SIGHTING THE ENEMY. 3. COMING UP TO SEE THE EFFECT OF ITS UNDER-WATER SHELL UPON CRUISER. 4. SHELLING A WARSHIP. 5. FIRST MODEL OF THE HOLLAND SUBMARINE.

I know how Jonah felt when he went down into the whale.

In company with a government expert I made a trial trip in the new Holland submarine boat, off Perth Amboy.

The day was fine and the water clear. The inventor wished to make very sure of that, for, on a cloudy day with murky water, the best results can not be obtained from the submarine torpedo.

What I saw on that trip convinced me that, on any day, with any kind of sea, the submarine boat is a success. But on a clear day it is a marvel.

We got into the boat through the little man hole that serves as its door. It is only as big as a coal hole of the average residence; and if there had been a heavy-weight among us he would have had to stay out. When we got down it was little better, for we found ourselves in a small compartment in which four men only could sit with ease. No one could stand upright except directly under the turret-like entrance, and no man could wear his hat inside the boat. It was too low.

It was like climbing down into a big cigar to get down into the little interior space and wait for the upper door to be closed. We were the "filler" and all around us was a "wrapper" of iron, covered with steel plates that overlapped. Our big cigar was "Havana make" and we felt it.

To outsiders it might have been interesting watching the great round top with its funnels and portholes and escaping steam. But to us inside it was gloomy, prisonlike and confined. We were caged alive to experiment with elements that do not like man.

Poon there was a commotion above, a turning and twirling, a great creaking and a big roar and we began to sink.

To those inside a submarine boat, look out is an apparent motion unless you look out of the windows. It is the same in a swift moving railway train. You must listen to the engine and the wheels, and must look

On the 15th of February, under cover of the Maine explosion, I set sail for the island of Cuba, the master of a big filibustering expedition.

I am captain of the boat which I shall call the *Leander*, because it is making so many successful expeditions to the bloody Isle, and with my good, trusty crew I started out to make one more.

Cuba will be either free or annexed before the *Leander* fishes her shores again, but now, the date of the expedition, Cuba lay racked and huddled, mangled and dynamite blown, devastated, wild and fearful, with the wings of war shrieking over her head.

Our craft was a fruit schooner. Between New York and Cuba there ply fruiting schooners all the year round. These go down laden with apples, peaches and other fruits, and back with oranges, pineapples and other tropical produce.

A fruit vessel excites no remark as it plies its trade, although the trade has been seriously injured of late. It is used to be that you could put out from the port of New York at any time of day or night and follow the line of the trade, as they put for Havana harbor. But now it is different, you can not get into Havana without your passport, and you can not come back without inspection. The commerce between the United States and Cuba is interrupted. If you want to believe, diplomatic language, but if you are captain of a fruit vessel you know tonight well that your occupation is gone.

We got near on the Spanish side the last six months of the war. They failed us like pirates and kicked us out like dogs. We vowed to get even with them. One time came in port with our fruit. I think it was a load of Malaga apples we had aboard—nothing but the biggest fruit dealer in Havana, and found these waiting for us.

We stopped in the harbor of Havana and respectfully requested ourselves in the market places as ready for inspection. In a minute they looked aboard and began tipping our noses as though through a microscope. They tore our beds apart, looking for money to the instruments, and they hit into our chests as though they were hitting for prizes. When they cleared out the barrels, they filled the tin with a penny milk money, and the man in the hat had left, while the man in the hat had left, while the man in the hat had left.

But so was the whole lot of us. I had shipped with my next cargo, and to get there without a cent of money. I had turned into a filibuster.

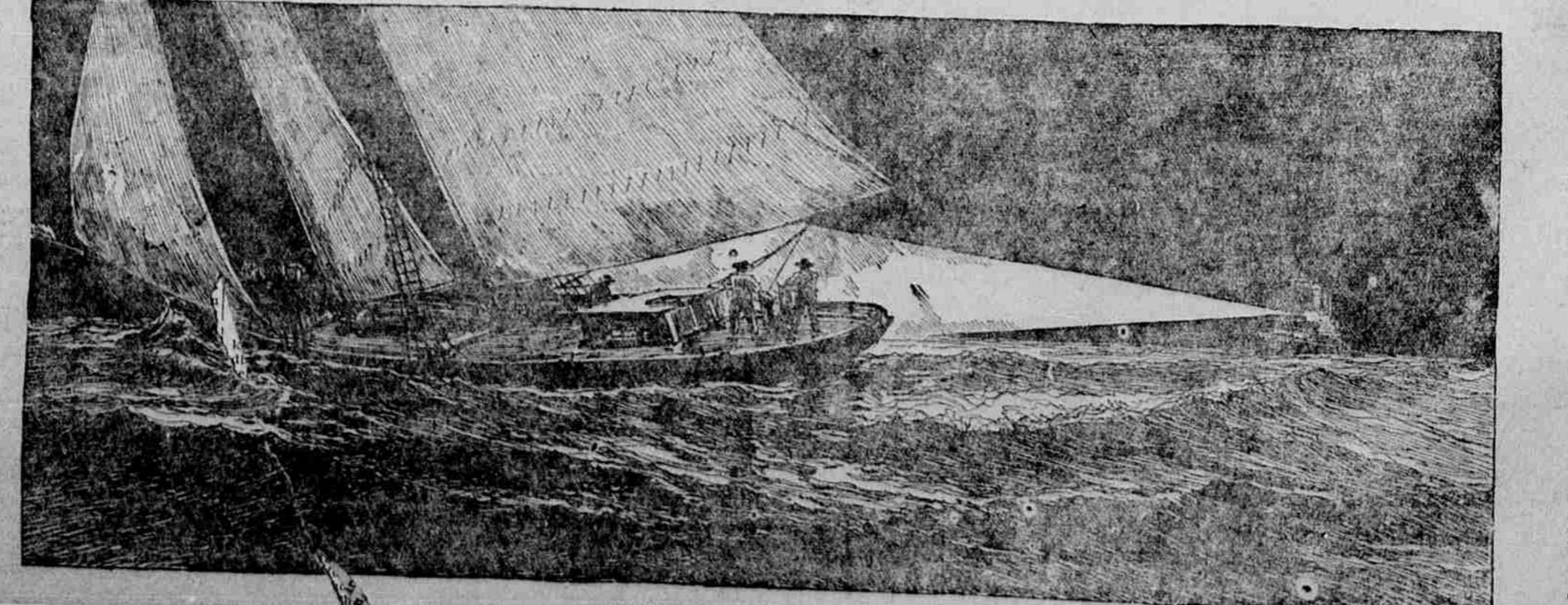
We lay there three days, because a vessel never puts out of the harbor in less than three days and we did not want to do anything suspicious.

The next day, which was the fourth day, we raised up the bay and anchored on the Spanish side. Gradually we got docked and with a great deal of commotion we took aboard our cargo of fruit. It was principally potatoes, for we wanted something cheap to throw away afterward. We started away about a clock in the afternoon, just as it was getting dark.

We went slowly, for we wanted to be along the coast that night. We did not know how long we would have to skirt the coast, but we knew that it would be at least three days, and maybe six.

HOW I RAN THE BLOCKADE.

By Captain Amos J. Conant, U. S. N.



"It Was the Spanish Cruiser Viscaya."

parallel with Delaware bay. From there south, still within the 36th degree, we were to keep a blockade.

It was a night of the most trying nature. We had a full cargo of fruit, and we were to keep a blockade. We had a full cargo of fruit, and we were to keep a blockade.

It was a night of the most trying nature. We had a full cargo of fruit, and we were to keep a blockade. We had a full cargo of fruit, and we were to keep a blockade.

were at that time flying between Cuba. For a few days there was a

steamship with friends of the crew and navy officers put out on duty for Cuba.

Toward dusk we saw ahead of us a vessel, and as soon as it was in the light we saw it was the Spanish cruiser *Viscaya*.

We were near our friends, the *Viscaya* was near our friends, the *Viscaya* was near our friends, the *Viscaya* was near our friends.

It was a long job, but we got it done. We were near our friends, the *Viscaya* was near our friends, the *Viscaya* was near our friends.

A government guard got on board and gave us an over-hauling. We had much to see aboard, but we got away from them and did not stop until we reached harbor.

And that was where they found them. They came to investigate the *Viscaya* two weeks ago, but they got it on us. And we've taken care of it.

RESPECT FOR THE ARTS. But with a Keen Eye on the Arts and Poetry.

"I just want a little notice for my poem," said the little poet in the corner and sat down on the corner of the poet's table.

"All right," said the editor. "All right," said the editor. "All right," said the editor.

"All right," said the editor. "All right," said the editor. "All right," said the editor.

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