

# FROM NEW YORK TO LONDON UNDER WATER AT LIGHTNING SPEED

Denver Youth Perfects Boat, the Feats of Which Are Almost Beyond the Comprehension of the Human Mind—Darts Through the Water Like a Fish—Its Movements Bewilder the Eye

Three hundred pounds of iron, copper, steel, shaped to a bi-pointed cylinder, lay motionless on the surface of the swimming pool at the Broadway natorium in Denver. Then somebody touched an electric button and the thing shot out toward the center pole of the swimming tank. It went arrow-like to within a foot of the pole, and those who had assembled to see the exhibition held their breath for fear the little five-foot model of the J.M. Cage submarine torpedo boat was going to dash itself to pieces. But the man at the switchboard in the gallery touched another button. The metallic cylinder veered quickly to the right, at another touch turned to the left and swung neatly around the pool.

Then a strange thing happened. The craft paused for one second in its swift darting, the man at the switchboard touched another button, there was a great whirling of water, a few bubbles, and the surface of the pool was still over the spot where the boat had disappeared. Far down in the water those with keen enough sight could make out the vague outline of the white painted man-made fish. It was lying quietly on the bottom.

The slightest touch of a switch brought the outline into relief, as the boat came to within two feet of the surface and lay still. Then at that depth the odd creation swam quickly around the pole again, darted out of the water for a second time and disappeared as before. There seemed to be nothing that a fish could do that this craft could not. Indeed, it did more than a fish could do. They steered it to the edge of the pool and men added leaden weights to the board to overcome the buoyancy. They let it sink of its own weight to the bottom of the pool. The man at the switchboard turned another switch, bubbles betokened the struggle that was going on at the bottom, and in a few seconds the sturdy machine bore bravely to the surface, bearing with it the leaden ballast.

They made the boat spin about on its own axis like a submerged top. They made it dart, stop suddenly, retreat, veer to the left and right, plunge instantly out of sight, run like a mountain trout under water and leap to the surface. The spectators could see all this. The boat had been painted white especially to enable it to be seen through the water. Had it been painted black or a dark, water-colored brown, the exhibition would have been almost weird.

The strangest feature of all is the fact that this boat, which actually did all the feats that the navy department at Washington has declared to be impossible under existing conditions, has been made in the heart of what easterners still love to call the Great American desert—and made by a Denver boy, the son of a Methodist preacher, a boy who conceived the general plan of his invention when only 14 years old, and who has brought it to working perfection at the age of 21.

Professor Robert Casey, the promoter and business manager for the inventor, drew up recently a list of 12 things which this boat can do and which cannot be done by any other boat in the world. This list was forwarded to Washington, and the navy officials after reading, frankly declared that the things mentioned

were impossible. Yet each of them was done before a crowd of invited guests at the natorium.

The list of feats was published as a prospectus. It is now a list of feats actually accomplished by a miniature model of the boat.

1. It will submerge instantly on level keel, without diving or plunging, and will follow a perpendicular line to any given depth.

2. It can descend, halt and remain stationary on level keel at any required depth in the water.

3. It can ballast so as to sink to the sea-floor, and remain there 60 hours, if necessary.

4. While so submerged, it can rise to the surface at any time at the will of the operator, and that without discharging ballast.

5. It can lift several tons from the sea-floor over and above its own buoyancy, rising to the surface.

6. It can turn in either direction on its vertical axis.

7. Except when purposely ballasted to remain upon the sea-floor, it maintains a constant buoyancy, which, in case of accident to its machinery, will cause the boat to come to the surface.

8. While submerged and stationary in the water it can discharge a torpedo and instantly compensate for the lost weight without taking in additional ballast or by doing so if the operator desires it.

9. It discards storage batteries and has instead a perpetual motive energy of 700-horse power.

10. It can double (and it is believed can triple) the speed of any known boat, whether while submerged or upon the surface.

11. When put into full action it will have a life of 60 hours before its fuel will have to be renewed.

12. It can be operated by one man and for its most efficient work will require a crew of but five men.

It is stated confidently by Mr. Cage, the inventor, and by Professor Casey, the promoter, that the completed and full-sized boat will be able to cross the Atlantic without a pause and at a rate faster than that of any fighting ship. The boat carries air enough to last a crew of five men 60 hours under water if necessary, but it is not conceivable that such a necessity could ever arise.

It is to be run by electric motors generating their own current in the boat itself by means of a gasoline engine which will work under water just as well as on the surface. So that it will be possible, if need be, for the boat to dip to the foundations of the Statue of Liberty in New York harbor and remain submerged until it shall rise to the surface of

the Thames just under London bridge.

The new features of the boat depend largely upon the propelling system which has been invented by Mr. Cage. Eight separate propellers, each controlled by a switch in the conning tower of the boat, are the instruments which give it its fish-like agility in the water. There are two horizontal propellers at each end, one set driving the boat forward, the other reversing its horizontal progress. By running the right-hand propeller in the bow simultaneously with the left-hand propeller in the stern, the boat can be made to turn upon its axis, and it is by the proper manipulation of these propellers, separately and in combination, that the steering is done without a rudder.

Then there are four other propellers to run the submerging device. This scheme is absolutely new. At each end of the boat is a round "well" in which work two propellers in opposite directions. The shaft revolution of these drag the boat instantly and with level keel to the bottom. By reversing the motion the boat comes just as speedily to the top, dragging with it heavy weights if necessary. This feature may make the boat useful for commercial purposes.

## NORTH BEND MILL MAKES FINE RECORD

A. B. Daly, who furnished the machinery for the mill belonging to the North Bend Lumber Company, says the mill made a fine record on its second day's run, cutting 40,000 feet.

## NORTH BEND IS TO HAVE A WATER WAGON

North Bend is to have a water wagon. The city has purchased a Studebaker with a capacity of 600 gallons, and the much-needed innovation will be put in service as soon as it can be shipped to the city.

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Makes daily trips except Sundays. Fare: One way, 15 cents; round trip, 25 cents.

## FEMALE GETS DRUNK IN CHINAMAN'S HOUSE

Mrs. A. Egenoff, a Negress of Indian Descent, Becomes Riotous and Is Given Jail Berth.

Officer Carter was called Thursday night about three o'clock to a house on the corner of Third and Second streets to care for a drunken woman. The house is owned by a local Chinaman and is occupied by two colored women. One of these women made the complaint and asked that the woman be removed. Mr. Carter found the woman against whom the complaint was entered to be Mrs. A. Egenoff, who lives in North Bend or in the vicinity of that city.

She had been boisterously drunk and was still in this condition when Carter arrived on the scene. No one seemed to care about offering any information as to where the refreshments came from which had such a distressing effect upon the victim. Mrs. Egenoff is of Indian descent and consequently, is not supposed to know where to obtain inebriating liquors. She was taken to the calaboose by Carter and Nightwatchman Condron, where she remained until morning, and when sobered, was turned loose on deposit of a seven-dollar bail by a male friend.

## PROSPER MILL GETS A MONSTER ENGINE

The Carman-Crites Lumber Company, of Prosper, will receive the largest logging engine ever brought to Southern Oregon on the next Alliance. This engine is a Williamette road engine, 11x13, with 66-inch boiler containing 335 2-inch tubes.

## TEST YOUR OWN EYES



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Each Eye Separately

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