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Gathering Gold From The Ocean's Floor

Hundreds of millions of dollars worth of gold, silver, copper and precious stones are lying on the bottom of the sea, ready to the hand of the first person who will devise means of recovering them. Inventors in every part of the world are building submarine boats, diving armor, dredging apparatus, and other devices, solely for the purpose of finding and bringing to the surface these sunken treasures.

The two main problems to be solved are those of protection against water pressure and of providing light in which to work. The latter problem is more easily solved than the former. Modern developments in electric lighting make it practically certain that powerful searchlights can be devised which will give sufficient illumination for salvage operations at depths as great as 400 ft. Divers who have been down 150 ft. agree that even when the sun is shining brightly, the ocean depths are in semidarkness, which increases as one descends.

The other and more serious problem is that of pressure. The ordinary diver's equipment depends upon a constant supply of air pumped in from above, and a rubber suit with a metal helmet, all air-tight, or nearly so, to keep the water from rushing in the minute the pressure of air pumped through the hose becomes less than the water pressure from outside. Theoretically, of course, the air pressure could be maintained at a point that would equalize the water pressure, but what would become of the diver? Men working in compressed-air caissons under a pressure of 45 lb. to the square inch are risking their lives—and 45 lb. means a depth of only 104 ft. of water. At 200 ft. the water pressure is a little over 86½ lb. to the square inch; at 250 ft. it is over 108 lbs.; at 300 ft. it is 130 lb.—and many of the sunken treasure ships lie at even greater depths.

Very few divers have descended as deep as 100 ft. One adventurous young man went down 196 ft. in Puget Sound, but on a second attempt his helmet was crushed by the 85-lb. water pressure and he was hauled up dead. Two English naval officers are said to have descended 210 ft., but could remain at that depth only a few seconds.

The problem of getting down to the deep-lying treasure ships, therefore, is essentially one of constructing a mechanism sufficiently rigid to withstand the terrific water pressure. It must carry its own supply of oxygen, since any sort of flexible air tube would be crushed flat long before a depth of 400 ft. is reached, and it must be so constructed that the diver inside it can accomplish something after he reaches the wreck, even if he can do nothing more than attach a grappling hook to a copper ingot.

The portable oxygen supply, originally worked out for mine-rescue apparatus, has been recently adapted to diving armor by the German inventor of the submarine. The construction of a hollow apparatus with walls braced against tremendous pressure from without, is even less difficult from an engineering point of view. Modern glass makers can furnish "bull's-eyes" sufficiently strong to resist a pressure of several tons to the square inch, enabling the diver to see what he is doing.

Most interesting of these is the suit of armor, constructed of one of the new aluminum alloys, braced internally and provided with articulating joints at the shoulder, elbow, hip, knee and ankle, these joints being water-tight at very high pressure. Instead of gloves, the ends of the arms are provided with hooks running through stuffing boxes so that they can be manipulated by the hands of the diver inside the metal sleeves. This apparatus carries its own supply of oxygen and is intended to be

used in connection with a new type of inclosed electric lights, which may either be lowered independently or attached to the armor. Tests of this apparatus so far have been successful. An apparatus constructed on the same principle by another inventor, has been operated successfully in 280 ft. of water.

An ingenious device intended to carry two men to a depth of 400 ft. or more consists of a hollow steel sphere, 8 ft. in diameter. The spherical form gives it the greatest possible resistance to water pressure. It is equipped with an electric motor which operates a screw propeller and a drill. Attached to the device, outside of the sphere, are eight powerful electromagnets supplied with current through a cable from the surface. It is the inventor's idea that this apparatus can be lowered alongside the hull of a steel or iron ship and, while still suspended from above, be manipulated into any position desired by means of its own propeller and rudder. When the ends of the magnets are in contact with the metal side of the ship, the current is to be switched into the magnet coils, thus holding the whole mechanism firmly against the side of the wreck. The drill, operated from within the sphere, is then to be brought into play, to make a hole in the steel plating of the ship, to which pontoons, consisting of air-tight steel cylinders, are to be firmly attached. With a sufficient number of these pontoons attached to a wreck, and the water and air exhausted from their cylinders, it is expected that a ship of almost any size can be floated and towed to shallow water or a drydock.

Another type of treasure-seeking device, recently patented, consists of a steel cylinder, or tube, running vertically through the hull of a steamer so that it can be slid or telescoped down to the bottom of the ocean. The inventor of this device believes that work at considerable depths can be done with it, the operators descending from the ship through the tube to the point where the material to be salvaged lies.

One of the most promising devices for recovering sunken treasures is a new type of submarine boat recently constructed at Los Angeles. This boat, which has been successfully tested, is 75 ft. long, 7½ ft. beam, and weighs 43 tons. Instead of storage batteries it is operated by a gas engine which is said to work as well submerged as on the surface. A blower for forcing the exhaust gases through a valve in the hull is the main element that makes the submarine use of gas engines possible. The propellers are placed at each side a few feet aft of the bow, not only eliminating the tendency to dive, but giving greater speed when submerged than on the surface.

It is the plan of the builder of this submarine to construct one on the same plan, strong enough to withstand the pressure at a depth of 1,000 ft., with a lifting capacity of 75 tons, and equipped with grappling hooks and clamshell dredging jaws which may be operated from within, as well as with powerful searchlights for throwing beams of light to the bottom of the sea. With this boat, the inventors hope not only to recover much of the sunken treasure which has already been located, but to discover the exact whereabouts of other sunken treasure ships, the present position of which is not definitely known.

The encouragement for inventors working along these lines is found in the knowledge already at hand of wrecks bearing treasure, some of which have been sunk for hundreds of years. In 1502, a Spanish fleet carrying quantities of gold from Santo Domingo sank off the island of Santa Lucia at an unknown depth in a hurricane that drove the

ships of Christopher Columbus into a near-by harbor for safety. From then on, for two centuries, the record of the Spanish conquest of America is filled with reports of sunken treasure ships bearing the riches of Peru and Mexico back to Spain.

A chest of gold containing over \$3,500,000 was accidentally dropped overboard in a little harbor on the west coast of Nicaragua, in March, 1578. It is still there. When the Spanish Armada was wrecked off the British coast, in 1588, treasures of gold and silver estimated at from \$75,000,000 to \$100,000,000 went to the bottom with the ships. The wrecks of many of these Spanish galleons have been located, and some of the treasure has been recovered. At several points on the Welsh and Scottish coasts, every heavy storm washes ashore Spanish gold coins and jewels. One of these galleons lies off Tovernory, and divers who have gone down close to it report that they can see broken treasure chests with gold pouring out. Treacherous cross currents, however, have killed every diver who has attempted actually to reach the wreck, by twisting his air hose—an accident which the new types of diving apparatus would be free from.

In the harbor of Vigo, Spain, lie the wrecks of 40 ships, some of which had just arrived from Mexico and South America laden with gold and silver bars, early in 1702, when they were caught in the harbor by a fleet of British warships, and sunk in 400 ft. of water. From the few that were captured, the British commander took \$5,000,000 in gold and it is estimated that there is still at least \$40,000,000 at the bottom of the bay. An Italian nobleman has made several attempts with a diving apparatus consisting of an observation chamber at the lower end of a circular steel tower to recover some of these treasures.

In 1799, the British warship "La Lutine" sailed from Yarmouth for Cuxhaven, carrying treasure insured for nearly \$6,000,000, to be taken to Germany for a group of English bankers. Only two of her crew were saved when she sank at the mouth of the Zuider Zee. The King of Holland, in 1800, organized an expedition which recovered \$278,000 from the wreck. In 1821 he renounced his claim in favor of the King of England, who immediately turned his title to the sunken treasure over to the underwriters committee of Lloyd's. Since then efforts have been made from time to time to recover this treasure.

The main difficulty is not the depth of water, but the sand which covers the wreck. The sand has at times been partially cleared away, only to be washed up again by storms. In 1858, divers recovered \$140,000 worth of gold from "La Lutine." Up to 1889, about \$500,000 of this treasure had been brought up, in bags of gold and silver bearing the stamps of nineteen different London bankers. Several divers have reported that a space 12 ft. square close to the wreck is paved with silver bars wedged so tightly together that they cannot be moved with crowbars. Two years ago a number of English business men organized the National Salvage Association and equipped a ship, the "Lyons," with powerful suction dredges to recover "La Lutine's" treasure. The mud and sand dredged up is passed through screens which would catch even a small coin, and a corps of divers is kept at work whenever the weather permits.

There are hundreds of other sunken treasure ships, the location of which is definitely known, and thousands of others which might be found with suitable submarine exploring apparatus. The ancient Roman records tell of two barges laden with golden vessels and jewels which sank off the island of Ischia, in the harbor of Naples, more than two hundred years before the Christian era, and beyond a doubt a complete exploration of the floor of the Mediterranean would bring to light untold millions in ancient treasures. And even in these days, treasure ships still sink. The steamer "Golden Gate" lies at the bottom of the Pacific off

Manzanillo, Mexico, with \$7,600,000 in gold on board, all in one big express safe, waiting for the diver's grappling hooks. The Canadian Pacific steamship "Islander" lies in 180 ft. of water off Juneau, Alaska, with a large cargo of bullion. The old wooden lake freighter "Pewabic" has been lying sixty years in a little over 200 ft. of water in Lake Huron, with \$500,000 in copper ingots in her hold; the "San Pedro," in Cumana Bay, Venezuela, is reported to have had \$2,000,000 in gold and silver on board, while the steamer "Lexington" carried \$300,000 in coin to the bottom of Long Island Sound. And these are only a few of the known wrecks worth going after.

Probably no diver will ever reach the wreck of the "Titanic," which lies two miles deep in mid-Atlantic, where the water pressure reaches the tremendous force of 4,574 lb. to the square inch, but it is easily possible that some of the inventors now working on the main problems involved will reap incalculable riches from wrecks yet to be discovered at depths of a thousand feet or more.—Popular Mechanics.

Good Road From Elkin to Statesville.

Elkin Tribune.

As a result of good roads meeting at Statesville a short time ago, and the enthusiasm and interest expressed at the meeting, a force of workmen are now grading on the road from the corporation line of Jonesville, toward Statesville. We are proud of the fact that the time has come when our people know that to have prosperity in the land they must have good roads. A number of our citizens attended the good roads meeting at Statesville, and it was with co-operation that this work has been started. Selfishness will never build good roads; everyone is aware of this fact. But the spirit of true progressiveness will build them, and this is what the masses of the people are realizing to-day, and good roads are being built all over the United States as a result. Prosperity with out-of-town or out-of-city folks is impossible without the aid and co-operation of those living in the cities or towns. But this fact is not altogether to be regretted, for it would be unfair to those supplying us with our everyday needs to work hard every minute of every season to supply us, and then have to take up valuable time in marketing their products, where, with good roads, they could save this precious time, in that trips could be made in one-half, one-third or even a fourth the time that is consumed now, over the roads they are forced to travel in order to market their products. And would it be fair for the producer to use his time in getting these every day necessities to us over bad roads, which usually require as about a day a trip and then have to sell them at a very low figure in order to give the retailer a clear road to profit without the inconvenience that the producer is put to? Why not let the retailers, and others handling their products, help to make good roads, and thus eliminate part of the cost of the producer?

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Fifty Nurses Pass State Examinations.

Asheville, May 30.—The North Carolina State Nurses' Association held its final session this morning at which the following officers were elected for the coming year:

President, Miss Cleone Hobbs, Greensboro; first vice president, Miss Mary Wyche, Durham; second vice president, Miss Rose Batterham, Asheville; treasurer, Miss Constance Pfahl, Winston-Salem; secretary, Miss May Williams, Davidson. The officers, with Miss Reese of Asheville and Miss Lowry of Wilmington, compose the Board of Directors. Invitations were extended by the nurses of Durham and Wilmington for the nurses to hold their next meeting at those places. This matter was referred to the Executive Committee.

SAID THE OFFICERS DRANK HIS LIQUOR.

Rockingham County Negro, Charged With Blockading, Gives Unexpected Testimony.

Greensboro, June 3.—The first day of the June term of the district court of the United States adjourned yesterday afternoon after having tried two blockading cases without a single conviction. The morning was spent in the organization of the court for the term and the charge of Judge James E. Boyd to the grand jury. This work and the administration of the oath of loyalty to Leonidas Herbin, an accepted applicant for membership in the federal bar, was all that was accomplished before the dinner recess.

In the afternoon the docket was called and the case of the government against John Wall, a Rockingham county negro, was the first that went to trial. District Attorney A. E. Holton was in his seat as prosecutor and Assistant Attorney Coble was also present. Wall, when put on the stand in his own defense by his attorney, C. C. McMichael, of Wentworth, furnished the crowded court room with a hearty laugh by one statement in his testimony.

He was asked to describe his connection with a still found in full operation on his place in such a manner as to be consistent with his plea of innocence of the charge of making moonshine. He proceeded to do it by saying that he found the still and without knowing who was running it or taking the trouble to find out he tacked a notice up at the place, warning the operators to move. Asked if he had any whisky in his home nearby he declared that he did have between a pint and a quart, which was drunk by Mr. Archibald and Price Easley, two revenue men, when they came after him.

Judge Boyd instructed the verdict of not guilty, which was pronounced after the old, gray-haired defendant had put up such strong testimony as to his own innocence. There was not sufficient definiteness about the connection between the negro and the still to provide food for jury reflection.

The other case tried was that of blockading brought against Ben Clapp, of Alamance county. Clapp was also found not guilty.

A Cracked Hickory Nut.

From The Mill News.

When a man says something foolish don't reply, but listen further for what he will say. This writer overheard a man remark that "they are not building any more cotton mills in my town and I hope they won't. They don't do us any good at all."

If he had ended the conversation there, one might have thought he was a man of some wisdom and had reason for his fling at the mills; and the temptation would have been to ask, "why?" The talker then switched off a little to remark to his seat-mate that he wouldn't get up to give a woman a seat. "They don't do it up North." Here was a line on his character.

But the next subject contained the meat in the hickory nut—the answer to "Why?" He said, "There are a lot of contemptible fanatics in my town and they don't allow any liquor to be sold. The cotton mill men run everything there."

That was the meat of the matter with him, and he was the cracked shell. One or more listeners sighed in satisfaction that they had not wasted breath to reply.

Most Prompt and Effectual Cure For Bad Colds.

When you have a bad cold you want a remedy that will not only give relief, but effect a prompt and permanent cure, a remedy that is pleasant to take, a remedy that contains nothing injurious. Chamberlain's Cough Remedy meets all these requirements. It acts on nature's plan, relieves the lungs, aids expectoration, opens the secretions and restores the system to a healthy condition. This remedy has a world wide sale and use, and can always be depended upon. Sold by All Dealers.

\$2,000 THE LIMIT.

For House Rent For Cabinet Members in Washington.

Washington, May 26.—The public announcement by Vice President Marshall and several cabinet members that they didn't intend to pay more than \$2,000 a year rental for their homes today brought down a loud wail of criticism from Washingtonians, who declared that it would be impossible for the Democratic standard bearers to do the right sort of entertaining in a rented house of the \$2,000 kind.

"About \$1,800 a year is my maximum for rental," said Vice President Marshall. "I'm not criticizing anybody, but while I'm in Washington I intend to live on my salary. I want a home suitable to my wife and myself, and I'll find one within my means."

Secretary of Labor Wilson, who is living at a hotel, echoed the Vice President's sentiments, and declared that \$2,000 would be his annual limit for house rental when he set about finding a home this fall.

Secretary of the Navy Daniels said that any cabinet official could find the home he wanted at a price that would not pinch his salary, "if he wasn't getting a home for display."

"By following Jeffersonian principles and living quietly and comfortably, a cabinet officer can live within his means in the capital," the secretary declared.

Secretary of State Bryan has rented a house that costs considerably over \$2,000 a year, but he has to do a lot of elaborate entertaining of diplomats.

A dozen real estate dealers were unanimous in fixing the proper rental price for cabinet ministers' homes at from \$5,000 to \$12,000 a year.

Fully two-thirds of the Representatives in Congress pay far less than \$2,000 a year for house rent, Representative Allen, of Ohio, declared today. "I don't pay anywhere near that," he stated, "and every year I have to move somewhere else to save money to live on. Formerly they kept us here six months but now we have to stay a year, and with living expenses two or three times what they are at home, a Representative's salary don't go very far."

Representative Stephens, of California, said he had "solved the rent question by not paying any."

"I board," he exclaimed. Representative Green of Iowa, lives in flat and he doesn't pay nearly \$2,000 a year. He declared today that a Congressman's social position, in his belief, has nothing to do with his standing in the House of Representatives. Aside from entertaining his constituents, Green asserted he did not think social obligations were necessary in Washington.

One Congressman, who declined to have his name made public, stated that neither Representative Mann, Underwood, Murdock or other leaders live in quarters costing \$3,000 a year. Most Congressmen live in apartment houses or board out, he declared.

Trustee's Sale.

By virtue of the authority conferred upon me by a deed of trust executed on January 3rd, 1912, by Dave Payne, and wife, and recorded in book 42, page 577 of the records of deeds of trust of Surry County, I will sell to the highest bidder for cash in front of the First National Bank, in Mount Airy, N. C., on Monday, June 23, 1913, at one o'clock p. m. the following described real estate to-wit:

A tract of land lying in Surry County, Mount Airy Township, adjoining the lands of Pless, Payne, John Stevens, Edd Davis, and others, on the West side of the Patrick County Road, containing fourteen acres, more or less, and known as the Dave Payne Home Place.

The sale is made to satisfy a debt of \$1000, subject to a credit of \$275, with interest and cost to be added.

This May 23, 1913.

W. F. Carter, Trustee.