



**HERO** Maness  
Add to the long honor roll of American naval heroes the name of Lloyd B. Maness of Greensboro, N. C., electrician's mate on the U. S. Submarine "Squalus."

There were 59 officers and men on the Squalus when she submerged on her trial trip off the Isle of Shoals. Something went wrong with the mechanism intended to close the air-valve into the engine room, when the vessel dived. The sea flowed in, and certain death by drowning faced the entire crew.

Floyd Maness acted, instantly. There was a door in the watertight bulkhead between the forward part of the sub and the after end into which the water was pouring. It took the strength of a giant, almost, to pull that door shut, with the vessel tilted upward at an angle of nearly 45 degrees, but Maness had the strength and the presence of mind to use it. Five of his shipmates slipped through in the last second as the door was closing. Twenty-six were left behind to drown in the flooded engine room.

But thirty-three who would also have drowned if Maness had not had the wit and the strength to close that door and keep the water out of the forward end of the boat were rescued alive. That is why I call the boy from North Carolina a hero.

**SUBMARINES** Bushnell  
The idea of navigating a ship under water is, like flying, almost as old as the human race. Nobody knows how many inventors of primitive times lost their lives in home-made submarines. Before electric batteries and motors were invented, submarines had only human power for propulsion.

The first submarine boat to operate successfully was built by David Bushnell of Philadelphia in 1775, for the purpose of blowing up wood and was operated by two men British warships. It was made of with oars projecting through leather-protected openings.

Bushnell tried to blow up the British ship "Eagle," and got his

submarine underneath the other craft. He failed to attach the bomb securely, however, so that when it exploded an hour later the "Eagle" had moved away and no damage was done.

**IRISH** Holland  
It was an Irishman with a grievance against the English who invented the first modern submarine, a hundred years after Bushnell's experiment.

John P. Holland, a naturalized American, had a project for building a fleet of submarines to blow up the whole British Navy. He built an experimental boat with gas engine for surface navigation and electric motors for underwater propulsion.

Holland showed his submarine to friends, who talked him out of the idea of raising funds from Irish patriots to carry out his original purpose, and brought him in touch with the United States Navy Department. The result was that in 1883 our Navy contracted with Holland for the very first submarine torpedo-boat ever built by any government.

From then on the United States has been in the first rank among sea-going nations in fighting power. No other country has overtaken us in submarine design and construction. With the new undersea craft now building our Navy will have 100 of these deadly weapons of defense.

**ROMANCE** Verne  
The modern submarine was described long before one was ever built, in a widely-read romantic novel by a French author, Jules Verne. The "Nautilus," the underwater pirate craft described in "Twenty Thousand Leagues Under the Sea," had everything modern submarines have and some things which have not yet been developed.

One American inventor, Simon Lake, has built submarines with doors through which men in diving suits can emerge on the ocean floor, to salvage treasure from sunken ships, but the chief use of such craft is still to sink enemy ships at sea.

John Holland's first sub, the "Plunger," was only 55 feet long. The one just sunk, the "Squalus," is 299 feet long, 27 feet wide and twenty-two feet deep. Many ocean-going surface craft are smaller than the "Squalus" of 1450 tons.

Men of the Navy, if they are young and adventurous, welcome detail to submarine craft. Their job

calls for high intelligence and great courage even in peace time; but carries extra pay. The proposal has been made to provide war-time pensions for widows and dependents of sailors who lose their lives in submarine service.

**ATROCITY**  
The ruthless use of submarine by Germany had more to do than any other one thing with bringing America into the World War.

It was quite in accordance with the rules of civilized warfare for "unterseaboats," or "U-boats" as others called them, to sink fighting ships.

It was only when the Germans, with a large fleet of submarines, began to attack and sink peaceful merchant ships, beginning with the "Lusitania," that American public opinion became aroused to the fact that a great nation had thrown into the discard all rules to which others still adhered.

When American ships were torpedoed by U-boats and Germany warned America that the Stars and Stripes could fly on the high seas only by German permission, we went to war to preserve our liberty and our national self-respect.

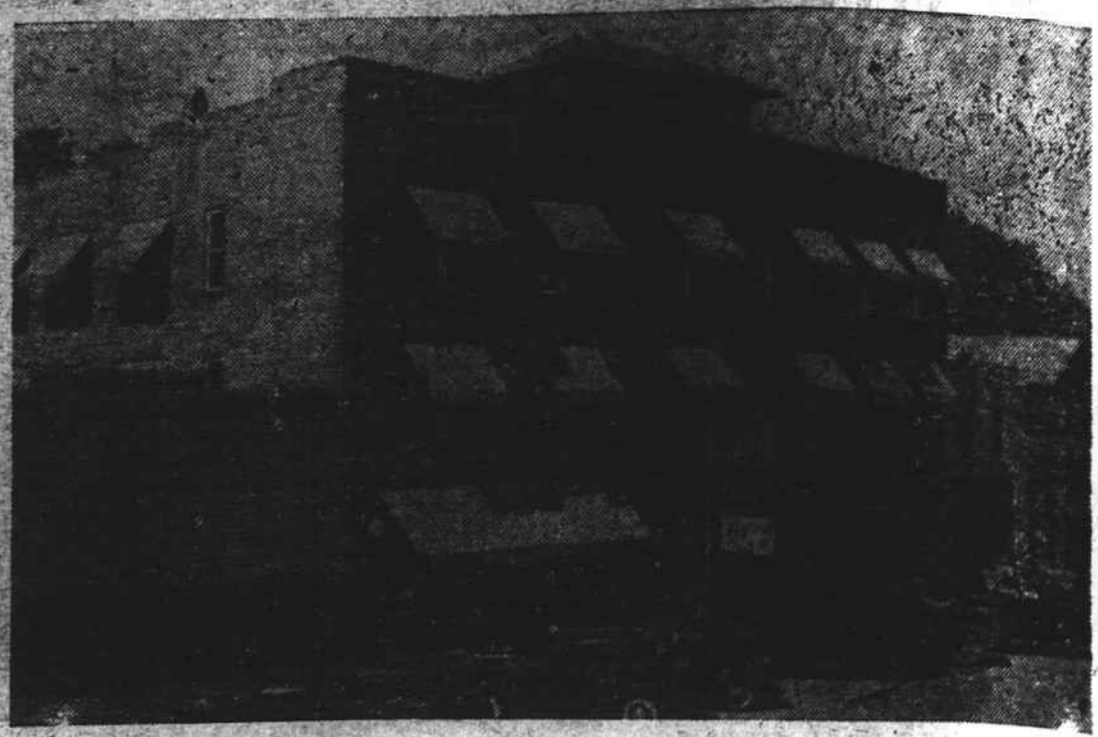
I find naval and military men agreeing with me that the submarine is a much more dangerous weapon than the airplane, in unscrupulous hands. It is harder to detect and more difficult to ward off its attack.

**PAJAMAS** nightshirts  
I don't know what proportion of American men stick to the old-fashioned nightshirt; probably more than one would imagine if he tried to buy one in a store. Pajamas are a very modern innovation for sleeping wear in this country. I never saw or even heard of them until I was in my thirties.

Pajamas, which are pronounced "pyamas" in the Hindu tongue whence we get the name, originated in the hot lands of India, where two simple cotton garments, tied in the middle with a string, are about all that anyone can stand, even for dress-up.

The English administrators of the Indian government adopted pajamas as semi-formal lounge clothes for strictly "stag" affairs in the hot Indian nights. They came to America from England.

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