

Only One More Week of Bargains Will Close the Sensational Sale of

Saturday, Sept. 30th Furniture and House Furnishings

Last Week Was a Great Success! We Sold More Than \$3,000.00 Worth of the Stock

Many of the city's most prudent buyers took advantage of the unheard of LOW PRICES to buy for their future, as well as their present requirements.

Many of the best goods remain unsold. They positively must go regardless of cost or value. No reasonable offer for CASH will be refused.

It is not a question of PROFIT or LOSS; the only question is that of moving the goods and vacating the house. No sane man or firm could or would sell goods at the prices we are selling this stock except under similar circumstances or some other forced sale circumstances.

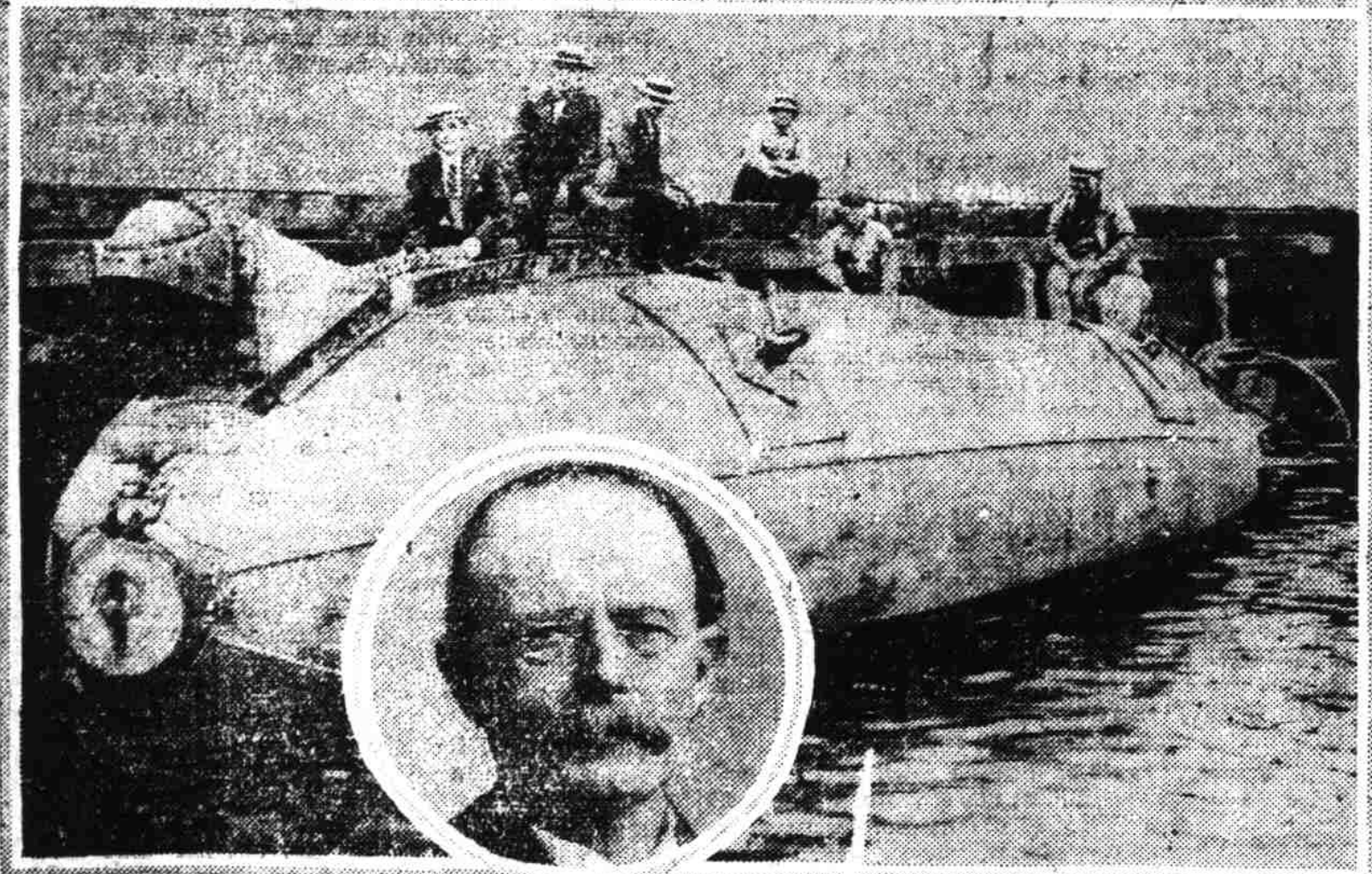
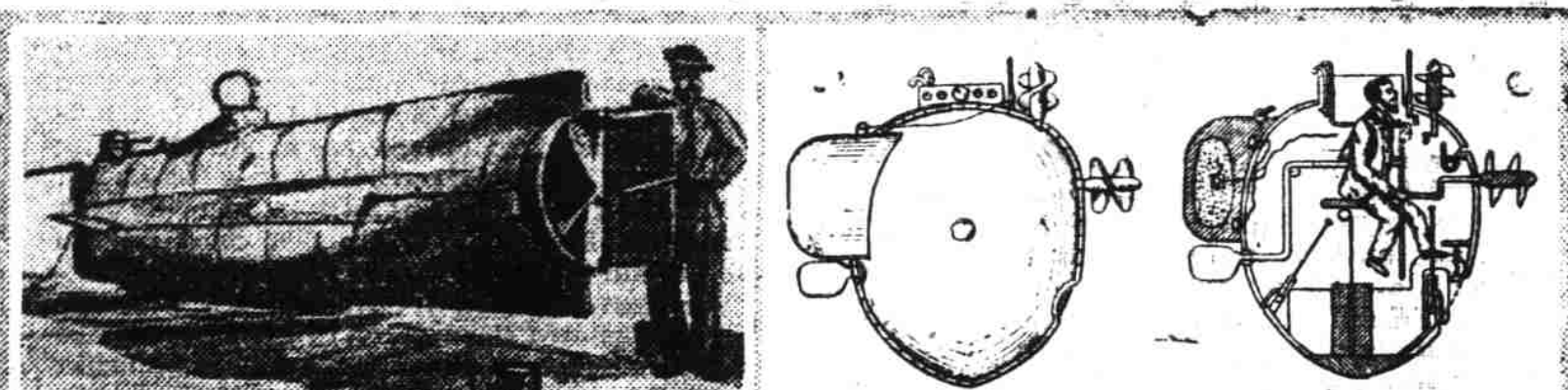
Don't Forget the Place

The Wilmington Furniture Company

Second and Princess Streets

Garrell Building

TO CARE FOR FIRST SUCCESSFUL SUB.



Large picture: The first successful submarine, the Holland No. 9, lying at the pier with superstructure removed. The protector at the top of the bow is the single torpedo tube which constituted the boat's sole means of offense. Above, right: The Henley submarine, which killed 32 men inside her, but sunk the Federal ship Housatonic. Above, left: Bushnell's submarine, known as "The American Turtle." It was intended to bore into the side of a wooden ship. Inset: The late John P. Holland, inventor of the first practical submarine.

can genius, is not to go on the scrap heap. With a guard of honor furnished by the government the Holland No. 9 will be taken through the streets of Philadelphia early next month, loaded on gondola cars in sections and brought to New York, where it will be adequately housed and assured of care forever. Through the public spirit of two New York men the clumsy-looking but epoch-making little craft has been purchased for all Americans to see. It now rests on blocks before the Commercial Museum in Philadelphia. Those having the matter in charge will start immediately the delicate task of cutting her into three sections for purposes of shipment. These will

be carefully joined together on arrival in New York City. For one year the public will be able to view the boat in the Bronx International Exposition here and then it will be moved to a new public museum which is being planned by several prominent men here to house relics showing the developments of remarkable human achievements in industry. At the exposition the Holland will be the center of a collection illustrating scientific accomplishments, called the Palace of American Achievements. Surrounding it will be early models of the telephone, phonograph, motion picture machine, aeroplane and other American inventions. The exposition will open May 30 next.

In 1804 William Bourne, of England, constructed a submarine. It submerged and that is all that could be said of it. In 1777 Professor Bushnell, a Connecticut man, invented a submarine which was termed the American Turtle. It was like a large clam shell in the center of which a man sat, propelling the device forward by leg power, and then when it had reached an enemy ship, boring into its side with an auger projecting from the front. This was before the day of ironclads or submersible explosives. Next in the history of the submarine comes the efforts of Robert Fulton, the inventor of the steamboat. Even before Fulton had sent his first ship, the Clamont, up the Hudson river, he had been in France trying to convince the Emperor Napoleon that he could assist him in the conquest of England, by the use of submarines.

In 1797 Robert Fulton constructed for the French Emperor a submarine boat which succeeded in staying under water four hours and twenty minutes and, placing a torpedo under a hulk arranged for the purpose, blew it to smithereens. As a reward for this, Fulton was considered to be a little crazy and was allowed to return to America to construct steamboats on the Hudson. The history of the submarine then took a long lapse. It was not until 1850 that a Bavarian by the name of Bauer built a submarine in which the method of control was by shifting a weight forward and aft to dive and rise. This boat collapsed in the harbor of Kiel on one of its trial trips, and remained partly buried in the mud until 1887, when it was located during the deepening of Kiel harbor, and taken to Berlin, where it is now in the Museum of Oceanography.

It was not until the Civil War forced the Confederates to attempt some way to escape the blockade around the southern ports that submarines again were heard of. The first of these was "The Hunley," a cylindrical shaped craft about thirty feet long and six feet in diameter, with bow and stern shaped to form a stem and stern post respectively. Water ballast compartments were located at each end of the vessel. She was propelled by hand power, eight men turning cranks which operated the propeller shaft. This boat was sent out of New Orleans in an endeavor to run the blockade, but lacked longitudinal stability, and during her experimental trials, she

dove headlong to the bottom. She was located and recovered each time, but too late to save the crew. In this way the designer and thirty-two other men met death.

The "Hunley" was finally fitted with a spare torpedo. On the night of February, 17, 1864, Lieutenant Dickson succeeded in approaching the U. S. S. Housatonic and sunk her by exploding a torpedo under her bottom. This probably was the first instance of a battleship being sunk by a submarine, but the wave thrown up by the explosion swamped the "Hunley" and again she was sunk with all her crew.

Shortly after this another submarine was built by the Confederates, its intentions being to destroy the blockading northern ships. This was known as the "New Orleans Submarine." When the vessel was completed, the designer thought it would be a fine performance to have the vessel plunge under water as she left the ways and make a short trip before coming to the surface. Accordingly, he instructed two of his most intelligent slaves how to operate the vessel when submerged, and sent them on their way. About twenty years later, when the Mississippi was being dredged at New Orleans, this boat, with the skeletons of the two negroes, was found in the mud.

It was about this time that John P. Holland came upon the scene. Holland was born in Lisconnor, Ireland, in 1844. He came to the United States before the Civil War and the battle between the Monitor and Merrimac set him to thinking on the subject of submarines. In 1875, after nearly fifteen years of study and experiment, he submitted his plans to the United States Navy Department. The naval engineers who examined them pronounced them to be practical in every way, but gave it as their opinion, that men could not be found to risk their lives in the experiment.

Soon after this he built the "Holland No. 1" on the Passaic River near Paterson, N. J. She was 14 feet 6 inches long; 3 feet wide; and 2 feet 6 inches in depth. Holland made experiments with this boat, but engine trouble caused him to abandon it as a petroleum propelled craft, and steam was substituted. The old shell now lies at the bottom of the Passaic River.

Holland's second boat probably caused more comment than any craft ever constructed in the United States, and also led to serious international complications between the United States and Great Britain. Holland, an Irishman, and the story got about that he was not conducting his experiments merely as a scientist, but that his intention was to construct vessels with which he could destroy the British navy.

The second boat was being built at a ship yard located at West 13th street and during her experimental trials, she

known as Delamater's, and it was there one day that a reporter for a newspaper came seeking an interview with the inventor.

Mr. Holland said just before his death that he never saw this man, but a story was written and published in which the reporter christened the boat "The Fenian Ram," and told in detail, of how the Fenian Societies of America, were building this boat for their distressed brothers in Ireland.

When completed, the boat was to be taken surreptitiously to the Irish coast and from there was to prey upon and destroy the English navy. In his reminiscences Holland states that this story probably attracted more attention to his experiments than any seriously scientific article ever would have done, and yet it caused him an equal amount of annoyance, for the publicity brought about by this terrible, navy-destroying monster roused England to action brought down upon his head a swarm of investigators from the State Department in Washington.

Holland continued his series of experiments. He built eight boats before the construction of "Holland No. 9," the first submarine craft to be bought and officially commissioned by a national government.

She was built at the Crescent yard in Elizabethport, N. J. She is 53 feet 10 inches long; diameter 10 feet 3 inches, and has a submerged displacement of 75 tons.

She was propelled on the surface by a gasoline engine of 50 horsepower, and when submerged, by a 50 horse power electric motor. On the surface she could make six knots under gasoline engine, and about eight knots under the motor. Submerged she could make about five and a half knots under the motor. Her armament consisted of one bow torpedo tube, one bow pneumatic projection gun, and three short Whitehead torpedoes.

After she was launched, she was towed to Perth Amboy and it was from there she sailed for her first drive, and proved to the public that she was a reality; a terrible weapon of war, and not the mere senseless concoction of a dreamer.

The story of the first drive of the "Holland No. 9" as told by the inventor himself, is:

"On March 17, 1898, we left the pier for our initial drive. It was about three o'clock when we started. The sky was overcast and a few drops of rain pattered upon the water. But just before we got under way a strong wind scattered the clouds and the sun came out strong. Also, a rainbow. This was pointed out by many as a good omen for the success of the test about to be taken. Regarding our feelings at the time, I will say that I felt confident, having designed the boat. My crew, while they trusted me to see them through, were more or less shaky. It must also be borne in mind that they had never been under water before. They were brave, cour-

ageous men, risking their lives to help me prove to the world the value of my invention.

"At the signal from Mr. Morris, the company's engineer, we started our motor, cast off and glided away from our mooring place.

"We were riding so low in the water that the bases of the masts were washed by occasional swells mounting over the superstructure. This was accounted for by the fact that we had aboard about four hundred pounds of pig iron as extra ballast. As soon as we arrived on the course marked out for the dive I filled the trimming tanks and steered the boat down. Her nose, went under all right, but her stern projected out of the water. In a word, we still lacked enough ballast to entirely submerge her. I immediately stopped the engine and whistled for my convoy. She came up at once and we proceeded to transfer more pig iron into the boat.

"Again we tried to dive, and again we failed. A second time we whistled for our convoy and took an additional ballast. This time we succeeded.

"As soon as I steered her down she plunged beneath the surface and the only part visible to the onlookers was our flag fluttering from the masts. After running for about one hundred feet submerged I steered her up again and she immediately rose to the surface. This was a great relief to many of my friends, most of whom doubted we would ever be able to make the boat come to the surface when once we succeeded in getting her under.

"During this dive we never had more than four feet of water over our deck, as I was not sure of the shallow spots and did not relish running aground and damaging the boat.

"We now held a consultation and decided we had better attempt no more dives owing to the lateness of the hour.

"For some time after this we continued our dives in the lower bay, but eventually picked out a more suitable diving course in Peconic Bay, Long Island. It was there that the Holland went through her best paces and the crew received a thorough training in the handling of the boat.

"After about a year of trial dives both in Peconic Bay and later on in Chesapeake Bay, she was accepted by the Navy Department."

It was just about the time the Holland was launched that war against Spain was declared. Holland offered to take his boat and its crew to Santiago and destroy the entire Spanish fleet.

When this proposition was made to the United States government the authorities refused the offer with the statement that it would be an inhumane form of warfare. It was not until two years after this war was over that the government finally purchased the Holland.

After suffering the hardships of old water before. They were brave, cour- (Continued on Page Fifteen.)