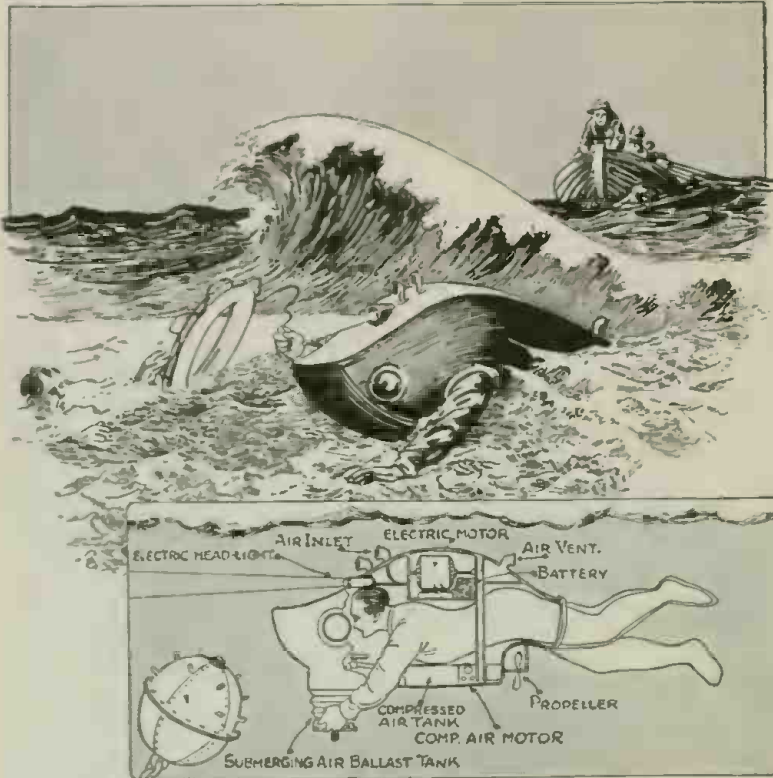


Submersible Boat Resembles Sea Monster

THE peculiar looking submersible one-man boat shown in the accompanying view has for its primary object, so its inventor, Mr. Worth R. Barringer, of Denver, Colorado, states—to provide a vessel of this charac-

Sleeves made of rubber or other suitable flexible material are attached on the front of the body on either side to accommodate the arms. These are fitted with suitable gloves to receive the hands of the operator. To submerge, the



With a Little Ingenuity Amateur Mechanics Can Construct a One-Man Submersible Boat of the Type Here Shown. The Arms and Legs Fit into Flexible Rubber Extensions, the Same as in a Diving Suit. An Electric or Comprest Air Motor May

Propel the Device. An

ter constructed so as to contain a single occupant and provided with suitable means whereby submergency of the vessel as well as its travel thru the water may be controlled by the occupant. He mentions, among other advantages, that it should prove useful and convenient for submarine observations and in the removal of submerged mines and for various other similar and analogous purposes. Also the inventor claims that his device can be used as a diving suit, and can be readily donned by the individual.

The body of the submersible diving suit is preferably made of aluminum. The front or nose portion of the body is provided with transparent panes or windows, as shown, thru which the occupant can see either to the right or left and forward. Suitable rubber or other flexible water-proof compartments are adapted to receive the lower limbs of the operator. An electric motor is arranged to operate a propeller, the motor receiving its current from a storage or other battery. But this is not all. The inventor takes time by the fore-lock and practises safety first. He also supplies a comprest-air motor with a storage tank containing air under high pressure for operating it, all of which is used to drive the propeller. Suitable vents are provided for the efflux of vitiated air as well as air inlets or ventilators, which are arranged in the top wall of the body. These vents are fitted with suitable valves, such as the float-ball type, which will automatically close, due to the pressure of the water upon submergency. An electric light bulb is also arranged in the top of the body, which is supplied with current from the storage battery.

of the sleeves and opens a comprest-air pipe valve from the storage tank into the collapsible bellows tank, thus expanding it and causing the vessel to rise, owing to the increased buoyancy.

Finally, the inventor mentions that it will

be provided with an oxygen supply tank, so as to afford an ample supply of oxygen during prolonged submergency of the vessel. If there is anything under the heavens that this inventor forgot, we have failed to perceive it in looking over his patent, but he might have conscientiously attached a 69 cent alarm clock to the rear wall of the inner compartment so as to arouse the submarine explorer from prolonged slumber, which might result disastrously in the event the "ship" became uncontrollable and started off on a long journey toward foreign shores. We presume the sailor carries sufficient tea biscuits in his box to weather the voyage, and providing he has the foresight to procure a few dozen choice tea and bouillon capsules as adapted by the United States Army for emergency rations, he should have a delightful cruise. *Bon voyage!*

PREDICT AERIAL MAIL SERVICE BETWEEN EUROPE AND AMERICA.

All mails between Europe and the United States eventually will be carried by airplane, according to Lord Morris, who has championed a movement before a Parliamentary committee for the establishment of a port of call for Atlantic aerial liners on the west coast of Ireland.

Already, he says, a regular daily mail service by airplane is maintained between England and France without interruption by the weather.

BRITISH TANKS CARRY THEIR OWN "CARPET."

The photograph herewith shows a giant British tank ready to go into action. This tank is fitted with a new superstructure, which comprises a rugged steel wire timber "carpet." It is used to breach shell-holes, gulleys and trenches, in making advances over rough ground. This "carpet" is quickly unrolled when needed, and is very effective on muddy ground. The giant caterpillar treads or belts do not grip into the mud when the carpet is used, and thus one of the greatest drawbacks to the use of the tanks has been overcome. This photograph is one of the most remarkable taken during the war and shows British infantry reinforcements accompanied by tanks, all awaiting orders to "get into it." The smoke from the battle almost obscures the tanks and men in the background of the picture.



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Unhampered by the Heavy Shellfire, This Re-enforcement of British Infantry Has Been Brought to the Front and Are Awaiting Orders to Get Into It. One of the British Tanks with the New Superstructure, Which is Used to Carpet the Mud Which the Caterpillar-Wheels Do Not Grip, Is Advancing. The Smoke from the Battle Almost Obscures the Tanks and Men in the Background of the Picture.