

### RAISED FROM THE SEA BOTTOM

Remarkable Achievement on a Sunken Steamboat in the Baltic.

A SMALL PUMP DOES THE WORK

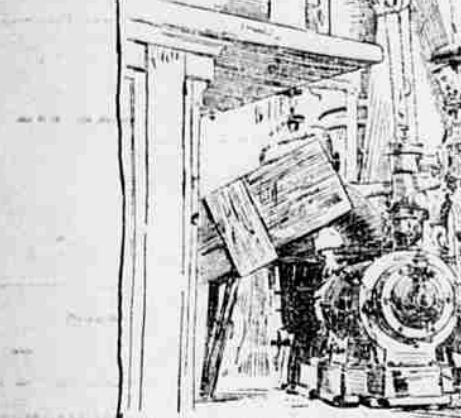
Another Sample of De Laval's Inventive Skill, Presenting a Revolution in Maritime Engineering.

STOCKHOLM, Sept. 28.—A few days ago I had a steambot ride down the blue waters of the Baltic in this beautiful northern city, which in some respects had unique elements—indeed I do not think there ever was another steambot ride just like it. I had been invited to go with a party of gentlemen up the Malar a few miles to meet an incoming steamer fresh from the bottom of the ocean, and it was upon her that I rode.

Our little steamer swung alongside the great boat, and after much difficulty the smaller craft was made fast and we went on board. A strange looking craft she was as she lay in the smooth stream, her monstrous bulk free of all cargo, her lightly resting upon the water. On her sides were the deep sea incrustations and much show of rust, even to the remotest inch of her funnels the rust could be seen. She had been at the bottom of the Baltic for upward of three years, and yet she was working her own engines and when we had inspected her hold and had looked into the cavernous depths where late the fish had had their home, she started once more



THE MALAR BEING RAISED FROM THE SEA BOTTOM.



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INCIDENTS OF THE RAISING OF THE WILTON.

On her journey and pulled us steadily up to the city's harbor, a great, faint, unsightly bluish mark marking the promise of a new epoch in the marine life of the world.

Something like three years ago this boat, an English ship, the Wilton by name, engaged in the one trade from Gullwara in the north of Sweden, ran onto a rock in the harbor of Lulea, at the northern point of the Baltic in the Gulf of Bothnia. It was a huge hole that was torn in her side, forty feet long by ten wide, and she went speedily to the bottom. She lay there some time and at last a proposition was made by a company, organized to raise her, to put her on her feet, or on her sea legs perhaps would be a better term—to float her for so many thousands of dollars. It was a triangular affair between the ship's company, the insurance people and the company formed to raise the boat. At last the deal was effected and the company proceeded to raise the boat to the surface, a most difficult thing to do.

SANK THE SHIP PURPOSELY. When she was well about the financial part of the deal came up for consideration. There was a hitch of some kind and the insurance people and the Neptune company, organized to raise her, could not agree. After a deal of conferring back and forth all of which proved fruitless, the captain of the crew that had raised the ship towed her out in the harbor and sank her.

It was an audacious thing to do, but it was a thoroughly effective method of settling the difficulty. The insurance people would not pay what the Neptune company asked. The Neptune people had raised the boat, but they had not stipulated that they would keep her raised. They believed also in putting things back in the place where they were first found, so down she sank among the fishes of the harbor of Lulea.

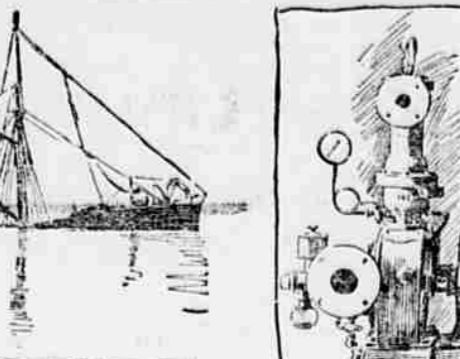
It is a little town on the far north coast of Sweden, and not much was known about the affair, but they would not let the case by the captain was long the talk of the town. Two years passed by. The boat and her cargo of iron ore were resting at the bottom of the Baltic, and there was every indication that they would both stay there.

done its work and the ship was afloat. The cargo was unloaded and turned over to the owners, 2,300 tons of ore worth 11,000 kronor, and the boat became the property of the Swedish government who had had such faith in the enterprise. The boat was not so seriously damaged as might be supposed and worked at the least calculation 110,000, a neat little sum of \$20,000 pumped into the pockets of these gentlemen in five hours' time.

UNDER HER OWN STEAM. So well preserved was the boat, in fact, that with some careful cleaning up, the engines were set to work, and a few days ago they began puffing their way out of the harbor of Lulea, bound down the coast to Stockholm. It took several days for the trip, for she made only six knots an hour, but she came the whole distance by her own propeller, and on a bright sunny day, with the Swedish colors at her mast-head instead of the union jack of her former owners, she came steaming into Stockholm, the most remarkable vessel that ever went afloat. There was much gaiety on board on the way to harbor after the party had inspected the ship all they wished, and many were the bottles of champagne that were emptied and many the cigars smoked and hearty the speeches that were made over the success of the venture, this opening of a new era in the life of the sea.

The boat is now in a dry dock in a Stockholm shipyard being overhauled. When Captain Niburg, in charge of the raising of the boat, was photographed at Lulea he stood, even though a short man, head and shoulders above the pump. The occasion and circumstances afforded an excellent opportunity for the pump to work—it would sit easily on a small center table. It moved so smoothly when at work one would hardly realize it was in motion. It is of 38-horse power. Twelve men only were employed in the preliminary work of raising the boat, and the five hours' pumping finished up their labor, and left a fine firm bosom swells with gratitude.

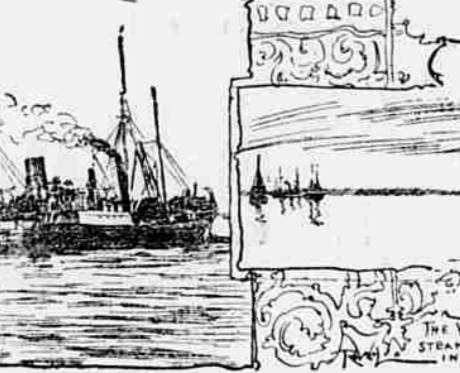
And yet perhaps even more wonderful was the recent raising of the Swedish steamer Sodra Sverige, a ship which ran



THE DE LAVAL PUMP WHICH RAISES THE SODRA SVERIGE.



THE WILTON AT SEA BOTTOM.



THE WILTON BEING RAISED FROM THE SEA BOTTOM.

INCIDENTS OF THE RAISING OF THE WILTON.

on to the reefs of the Baltic coast, an hour's ride south of Stockholm, about two and one-half years ago. The boat was sunken in 200 or more feet of water, far too deep for any diver to work without peril of his life. A Swedish engineer, Mr. P. A. Wallen, turned his talents to use and invented a huge tube of steel about four feet in diameter, which was let down by the boat's side. There were wind-wind of heavy plate glass in the tube, so that workmen on the inside could see the form of the vessel. Various appliances were put in use, from which to work. The tackle was fastened to the boat, and little by little a firm grappling contact was made. Above the boat, huge floats of heavy timbers were made, from which to work. The tackle was fastened to the boat, and little by little a firm grappling contact was made. Above the boat, huge floats of heavy timbers were made, from which to work.

For six months, from October, 1896, to some time in March, 1897, the tiny little pump was working on the inside of the boat, to keep the water down, or up, so the work might proceed. It is a De Laval pump again—this man seems to have a hand in about every enterprise in Sweden. The pump is smaller than the one which drew the water from the Wilton, so light is it that one man moved the table on which it rested with ease.

3,500 REVOLUTIONS A SECOND. It has only one five-horse power, but it makes 3,500 revolutions per second. It is a De Laval pump again—the use of the steel tube, combined with the pump, solved the still more important problem of deep sea raising. The engineer who invented the apparatus expects now to be able to raise boats that are at least 600 feet deep in the ocean. When he came to apply for a patent for this really wonderful invention he could not get it, because of the very simplicity of the mechanism—there was no such thing as patenting a steel tube. So his invention must go free to the world.

By the raising of these boats, the Wilton and the Sodra Sverige, the Swedes have demonstrated their sea power in a new way. The possibilities which now open before maritime commerce are of vast significance. The Sodra Sverige had a cargo of some 1,000,000 kronor in value and a very large amount of it was bound to be not seriously damaged. The health of the inventor of the tubes was drunk by the king and other dignitaries in the liquor which had lain for nineteen months in her cargo at the bottom of the sea. Much of the immense loss which has been the result of the coast disasters, and which promised to continue for all time to come, because man could not conquer the sea, will now, it is believed, be obviated in the future dealings with old Neptune. There is great rejoicing among the Swedes here in Stockholm, not only because of the success of these two enterprises, but because of the additional prestige which the inventor has gained, and the Swedish name abroad. Early in June the Sodra Sverige was towed into Stockholm. She, like the Wilton, rose immediately to the surface, and in a matter of hours was pumped out of her hold. The boat was tied up at a wharf at the World's Fair exposition grounds, where thousands of people looked with deep interest on the strange product, or, to strengthen the figure, this strange prophecy of the sea.

Arnold's Bronco Celery cure—headaches 10c, 25c and 50c. All druggists. CAUGHT A WALKING FISH. It Had No Gills, but Had Four Legs. Frank Davey, a San Francisco photographer, is the possessor of a very strange fish, which after having exhibited to a number of friends while still alive, he put into alcohol to keep. The fish is known to some people, but is quite rare. Its home is in the deep water, and if the story told by the inventor is true, it was captured when the catch was made in comparatively shallow water just outside of the harbor. It is to be depended on, the occurrence is indeed unusual.

spots of black here and there, its mouth is quite large, and the part of the body nearest is correspondingly large. It then tapers off to a small tail. But the peculiar part is that there are no gills or what are popularly known as such. Where these should be the skin is just as it is all over the body. At a distance of about half an inch and protruding from the belly near the central part are what might be called arms or legs. They are jointed and have some ten very fine claws. These, together with another pair further posterior, the fish, when alive, used to walk about with on the bottom of the jar in which it was contained.

It would show right instantly when approached, and gave every sign of being endowed with the spirit of the evil one, bristling up its fins, snapping its sharp teeth, elevating a sharp, knife-like appendage on the top of its nose, and sending two currents of water from a hole or pulse just back of the large, armlike appendages mentioned above.

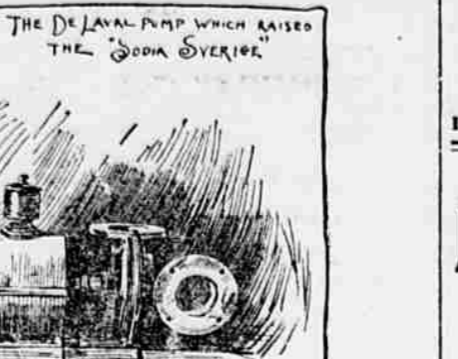
When the fish was killed and placed in alcohol the bright yellow disappeared entirely, and left in its place a whitish color.

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BURNED THE DEVIL. Ceremony at the Harvest Festival of the heathen Chinese is once more indulging in ways that are dark and tricks that are vain.

In his peculiar way he is returning thanks to Joss et al. for the bounteous harvest. It is true he gets no direct benefit from it but he does not overlook the fact that he is tolerably certain to get his "bit" out of it in one way or another. Therefore his shrunken bosom swells with gratitude.

People who live in the vicinity of Ching-tow do not entirely approve of the Oriental



THE HEATHEN CHINESE.



THE HEATHEN CHINESE.

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