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TREASURE OF VIGO BAY.

An Attempt to be Made to Raise the Spanish Galleons, with All Their Riches Sunk at Cadiz in 1702,

Col. John E. Govan, an engineer were met by a vessel from Cadiz and who has devoted most of his busy life warned to take refuge in the bay of to the secompusionent of works that Vigo, which opens out on the bay of other men have pronounced impossible, has been on a visit to this city for a few days past, and is to sail for Europe on the Scotia to-morrow. A history of Col. Gowan's engineering feats tection. For nearly a month they lay would fill a volume, but one of his there, and it might reasonably be supgreatest exploits was the clearing of the harbor of Sevastopol in the harbor of Sevastopol in the Crimea, just after the war between them to a place of safety, but this it England and Russia. Just prior to appears they did not do. Cadiz claim this time the colonel acquired considered the exclusive privilege, under a erable reputation by blowing up the grant from the king, to handle wreck of the United States man-of-war all royal (reasures from abroad, Missouri, which went down in the and the assertion of this right prechannel off the fort at Gibraltar, and vented the landing, with the excephis fame brought him to the knowl- tion of about \$7,000,000, which was edge of the Russian authorities. The landed and taken away on the backs history of the damming up of the har- of 2,500 horses. By this time the Enbor of Sevastorol is sufficiently well glish and Dutch, with their immense known to be passed over in a few fleet and a shore army of twenty words. Toward the close of the thousand men, were upon them, and war in 1866, or just after the battle of Aima, the sllied fleet threatened the harbor, and the Eust sians saw that its capture was inevitable unless they could in some way hands of the enemy. In the mean-render it inaccessible to the enemy, time the Anglo-Dutch fleet had ferced Accordingly, orders were issued to their way into the inner bay, and had sink a line of vossels between Forts way much is known in history as the Constantine and Alexandria, which "Victory of Vigo." They captured are on opposite sides of the mouth of nine of the galleons, four of which the harbor, and about half a mile went to the English and five to the apart. Fourteen men-of-war, denud- Dutch. Of the latter two were lost ed of their masts and spars, only, were through fire. Thus sixteen of the first sunk on the line, but, as a storm treasure-laden galleons were sunk in disturbed them, two other lines of Vigo bay, where their grim skeletons sunken vessels were made, and the probably exist to day. harbor was rendered thoroughly impracticable. In addition to this, there were too booms, one of heavy masts and spars, and the other of twenty. He is convinced that nothing has been eight inch cable, thrown across the done to disturb the treasures, although

harbor, but the weight of the iron on numerous attempts have been made the former sunk it to the bottom, and that countless millions of specie the latter would have offered but a lie at the bottom of the bay awaiting poor resistance to the entrance of the the coming of their liberator. The leet. The Russians made several in- raising of these wrecks, he thinks, will effectual attempts to clear the harbor not be half so difficult a work as that after the war, and it was inspected by he accomplished in Sevastopol, and the numbers of engineers who shook their expenses will be materially lighter. heads and declined to undertake the vork. Finally the Russian minister glish ambassador at Cadiz, the galleons at Washington requested Colonel contained 30,000,000 pieces of eight, Gowen to examine the harbor and beside almost an equal amount of give his opinion as to the practicamerchandise and private ventures in bility of clearing it. Arriving at St. American gold. In 1825 Dixon, an Petersburg Col. Gowen had an interenterprising Fnglishman, tried to raise view with the Grand Duke Constant the treasure by means of the divingtine, and was sent on board a frigate bell but failed. In 1856 another of the Russian navy to Sevastopol. Englishman located two of the He decided that it was possible, and galleons, but ran out of funds, was asked whether he would underand ceased his explorations. In take to work on contract, or superin- 1869 this gentleman applied to Col. tend it on the part of the government. Gowen to aid him in recovering the He chose to make a contract, and imtreasure, and the latter made the exmediately returned to this country and amination heretofore referred to. ordered the machinery and other ma-Subsequently an English company was terial needed. He sent out four cais- formed and the necessary capital subsons, each 65 feet long, 50 feet wide scribed and paid, but as there was and 15 feet deep, several 50-horse trouble about the concession from the power engines and other machinery, Spanish government the money was

to cut the timber needs

had passed heavy chains beneath

them. Then he ranged three caissons

on each side of each of the vessels, at-

tached the chains, which ran over drums, to the powerful engines they

carried, and the vessel was slowly drawn out of the depths. Most of

vessels were deeply imbedded in the soft sand, some of them having pene-

trated twenty-three feet into that

yielding substance, and the passing

of the chains beneath them was one

of his most difficult achievements.

The harbor has an almost uniform

depth of sixty feet, and hence, as he could raise a vessel only lifteen at a time, he had to "hook on" to

it, as he says, three or four times. His equipment cost \$1,600,000, but as

the vessels were his prize the under

taking proved a profitable one. In all

he raised seventy-eight vessels of war

including the frigate Twelve Apostles.

of 133 guns, at that time the largest

war vessel in the world. Some of the

other vessels raised were the frigate

Maria, 120 guns; the frigate Three Saints, 120 guns; the frigate Tcheama

120 guns, and the war ships Rostoff

and Swetzilalay, of 84 guns each

Cd. Gowen was knighted by the em

peror, and received several of the

orders of the court. The enterprise

cost him nearly are years of labor

but, despite the liberal inducement held out to him by the Russian gov-

ernment, among which was the man-

agement of an numerise railway sys tem, at a salary equal to that of the president of the United States, he re-

Colonel Gowan's present mission to

Europe relates to the Spanish gal-leons, whereby hangs a story. Dur-ing the war of the Spanish succession, when England and Holland—then the

strongest naval nations of the world —were allied against Spain and

France, the tributes from the Ameri-

can dominions of Spain accumulated for several years, for fear of Anglo-Datch cruisers, and it was not until

1702 that arrangements were made for transporting it to Spain. France

furnished a fleet of vessels of war to

convey the treasure galleons from the Antilles to Cadiz. There were twenty

three of these calleons, which were

fitted up expressly for the carriage of 700 tons each. The galleon Almor-

ante carried forty-four guns, La Buf

foena fifty-four, La Capitana d'As-a gas fifty-four, and the Neustra Sen-ora de las Animas forty-four guns.

The others had armsments of fron

turned to his native land.

When the task had been accomplished

and was ready to begin work in the returned to the subscribers harbor early in 1857. This preparation nearly exhausted his capital, and smoothed over the question Col. Gowen, it is believed, has now smoothed over the question of conceshis case was a bad one indeed, to find sion, and is resolved to undertake the when he tried the practical working rescue of the long sunken treasure. of his machinery that he had only one- If pluck, persistency and readiness in half of the power he had calculated expedients will do it, he is the man upon. He raised the money after a to succeed. But there are other treasstruggle, and then set men to work in ure seekers who say that the Vigo bofor more caiseons. The magnitude of ago. Col. Gowen is confident, hownanza was exhausted half a century this work may be imagined when ever, that the treasure is still there, it was explained that the timber had and is ready to embark in the effort to to be rafted over 2,000 miles. Of this obtain it.

material he made caissons 130 feet wide and twenty-five feet deep. Ob-F. A. Scratch, druggist, Ruthven, Ont., prites: "I have the greatest confidence in structions in the river down which writes: "I have the greatest confidence in your BURDOCK BLOOD BUTTERS In onthe logs were rafted caused frequent delays, and fully two years were consumed in work that ought to have been done in less than one. Eventually, however, everything was ready. He had previously accertained the Pales \$2.00. delays, and fully two years were con-He had previously ascertained the locations of the sunken vessels, and

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ten to thirty-six guns, and were regarded as strong war vessels. The French fleet sent to guard the treasure ships of the line. Knowing that the treasure was on its way to Cadiz—

a treasure worth, according to the best tr

CHARA

Busin (18 Director had been heard of up to that time, and sent it to the Spanish coast. The a mirror and item betate. galleons were to enter Cadiz, but JOHN L. MCCAGUE, opposite Part Office, W. R. BARTLETT 317 South USE Street. while they were on their way they

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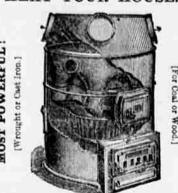
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