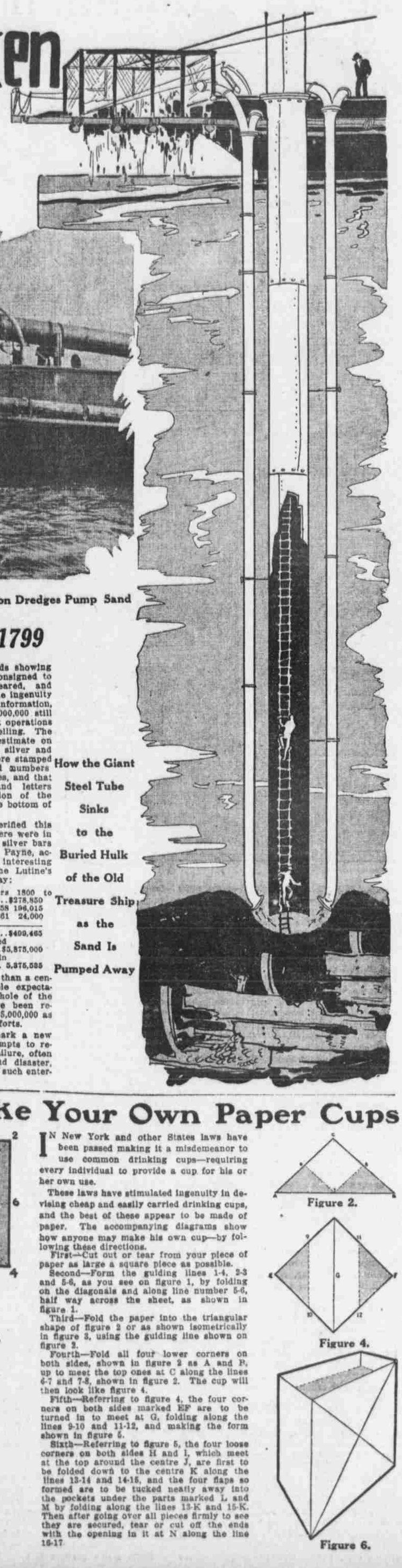
# Pumping Up $5,000,000 of Sunken Treasure.

Photograph of the Wire Cage and Nets at the Salvag e Ship's Bow, Into Which Suction Dredges Pump Sand and Coins from the Sunken Lutine.



How the Giant Steel Tube Sinks to the Buried Hulk of the Old Treasure Ship as the Sand Is Pumped Away

## *How Suction Dredges and a Huge Steel Caisson Lowered Into the Century-Old Wreck of the Lutine Are Pouring Millions of Gold and Silver Into the Coffers of the Company that Insured the Precious Cargo in 1799*



The Crew of the Treasure Salvage Ship Lowering Divers to Direct the Work of Uncovering the Lutine's Hulk.





Raising One of the Lutine's Guns.

London, Oct. 16.

A SUCCESSFUL hunt for sunken treasure amounting to millions is so unusual in the history of treasure-hunting that the latest news from the scene has almost upset the traditional dignity of the directors of Lloyd's, the famous maritime insurance corporation into whose coffers these recovered millions will flow—after lying for more than a hundred years at the bottom of the Zuyder Zee.

Seated about their table, made of the recovered rudder of the English Frigate Lutine—the treasure ship which sank in 1799 with its cargo of nearly $6,000,000 in gold and silver coins and bullion—the directors of Lloyd's are having the satisfaction of handling some hundreds of coins recovered from the wreck, while guns, cannon balls, the Lutine's anchor, some spikes and chains and bits of wood from the hull, recently received, further prove that the bottom of the ocean off the island of Terschelling is not being mined in vain.

The salvage belongs to the Lloyd's because that company, then newly organized, insured the Lutine and its treasure cargo, and duly made good the loss.

It is only recently, after a century of sporadic efforts—now and then partly successful—to recover the treasure that Lloyd's engineers have devised adequate mechanical means to compel the ocean's bed to yield up the $5,000,000 in coin and bullion estimated to be still buried in the sand.

Their salvage ship, carrying the most complicated wrecking and dredging apparatus yet devised, after several months of preliminary work is now in touch with the deeply buried deck of the old Lutine, beneath which must still exist the bulk of the long-lost treasure.

The ship is equipped with a powerful suction pump having a diameter of twenty inches. A pipe of this diameter is inserted in the bed of the sea, and when the pump is put in operation the accumulated sand, shells, specie and debris, with which the bed is covered, is brought to the surface with the greatest facility.

An enormous sieve has been erected on a lighter, and into this the intermingled rubbish and treasure are pumped in one immense stream. The sieve is fine enough to retain everything larger than half a sovereign, which is about the size of one of our nickels, and consequently there is considerable mining work to be done on the residue left in the sieve.

As the hull of the Lutine must, long ago, have broken up, it is expected that divers sent down periodically to the surrounding clay bottom which the dredges have cleared of sand will recover many of the missing bars of bullion. The bulk of this, however, is expected to be reached by means of the caisson being lowered directly into the Lutine's ocean grave.

This device is a great steel tube nearly one hundred feet in length and wide enough to allow a man to walk erect down its centre. At the bottom end is a metal chamber provided with windows and doors, and with grapling hooks and other machinery operated by power aboard the ship above where the upper end of the tube is made fast.

Official records show that the treasure on board the Lutine was not the property of the British Government, but of a number of London merchants connected with Lloyd's, and that its destination was Hamburg. These merchants had sufficient influence to induce the government to assign to the frigate Lutine the task of transporting the bullion.

The records fail to explain, however, how it happened that, sailing for the mouth of the Elbe, the Lutine came to be driven upon the dangerous shoals of the Zuyder Zee, far out of her course, even when every allowance is made for the strength of a northwesterly gale.

From that wreck only one sailor escaped, and he died shortly after being picked up from a spar to which he had lashed himself. As England was then at war with the Netherlands, Lloyd's had to delay salvage operations. Meantime the sands near the wreck held a golden harvest for the Dutch fishermen of nearby islands. At low tide the wreck of the Lutine was partly exposed, with a channel running close by.

In a volume soon to be published by Sturgis & Walton Company, New York, called "The Book of Buried Treasure," the author—Ralph D Payne—quotes the following official inventory of these Dutch findings:

58 bars of gold, weight 646 pounds 8 ounces. 41,697 Spanish silver pistoles.
35 bars of silver, weight 1,758 pounds 8 ounces.
179 Spanish gold pistoles.
81 double d'or.
138 single Louis d'or.
4 English guineas.

In the year 1801, for lack of apparatus, the search grew unprofitable for the Dutchmen, and was abandoned. Lloyd's was again obliged to postpone the quest owing to general anxiety over Napoleon's warlike activity. Other international troubles—including Holland's claim to half the Lutine salvage—interfered with systematic search until 1858, when divers again located the wreck and brought up the bell of the old frigate—which now rests in the committee room at Lloyd's, with other relics.

The Dutch fisherfolk were so excited over this renewed locating of the treasure hulk that they swarmed about in well-manned boats until they had to be driven off by an English gunboat. The work of salvage went on until 1861, with an additional total of $110,000 in bullion recovered.

### Searching Dredged-Up Material for Gold Coins.






PHOTOS BY BROWN BROS. N.Y.

Pumping the Treasure-Laden Sand Into a Lighter

Strangely enough, records showing the amount of treasure consigned to the Lutine had disappeared, and Lloyd's was indebted to the ingenuity of the Dutch salvers for information, virtually proving that $5,000,000 still remains to reward present operations off the Island of Terschelling. The Dutch genius based his estimate on the fact that the bars of silver and gold already recovered were stamped with certain letters and numbers indicating a complete series, and that the missing numbers and letters would show the proportion of the treasure still resting at the bottom of the sea.

Later findings have verified this estimate—showing that there were in all one thousand gold and silver bars in the Lutine's hold. Mr. Payne, accordingly, presents this interesting tabulated statement of the Lutine's treasure as it stands to-day:

| | |
|---|---|
| Salvage in the years 1800 to 1801 | $278,850 |
| Salvage in 1857 and 1858 | 196,015 |
| Salvage in 1859 and 1861 | 24,000 |
| Total salvage | $499,465 |
| Total treasure estimated to have been lost | $5,875,000 |
| Treasure remaining in the wreck | 5,375,535 |

Now, at last, after more than a century, there are reasonable expectations that ere long the whole of the Lutine treasure will have been recovered, with more than $5,000,000 as the return for present efforts.

Such a triumph will mark a new departure in historic attempts to reclaim sunken treasure—failure, often accompanied by death and disaster, being the usual outcome of such enterprises.

# Now Make Your Own Paper Cups




Figure 1.



Figure 3.

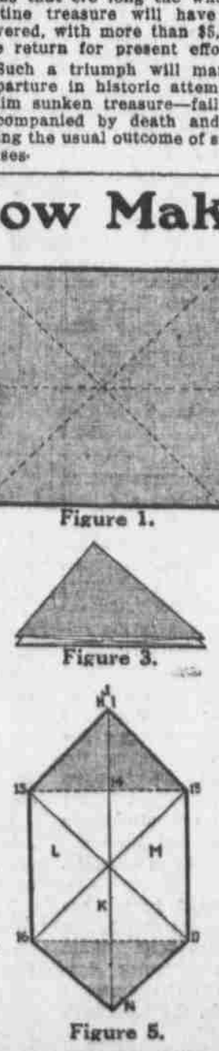



Figure 5.

IN New York and other States laws have been passed making it a misdemeanor to use common drinking cups—requiring every individual to provide a cup for his or her own use.

These laws have stimulated ingenuity in devising cheap and easily carried drinking cups, and the best of these appear to be made of paper. The accompanying diagrams show how anyone may make his own cup—by following these directions.

First—Cut out or tear from your piece of paper as large a square piece as possible.

Second—Form the guiding lines 1-4, 2-3 and 5-6, as you see on figure 1, by folding on the diagonals and along line number 5-6, half way across the sheet, as shown in figure 1.

Third—Fold the paper into the triangular shape of figure 2 or as shown isometrically in figure 3, using the guiding line shown on figure 2.

Fourth—Fold all four lower corners on both sides, shown in figure 2 as A and B, up to meet the top ones at C along the lines 6-7 and 7-8, shown in figure 2. The cup will then look like figure 4.

Fifth—Referring to figure 4, the four corners on both sides marked EF are to be turned in to meet at G, folding along the lines 9-10 and 11-12, and making the form shown in figure 5.

Sixth—Referring to figure 5, the four loose corners on both sides H and I, which meet at the top around the centre J, are first to be folded down to the centre K along the lines 13-14 and 14-15, and the four flaps so formed are to be tucked neatly away into the pockets under the parts marked L and M by folding along the lines 13-K and 15-K. Then after going over all pieces firmly to see they are secured, tear or cut off the ends with the opening in it at N along the line 16-17.




Figure 2.




Figure 4.



Figure 6.