

ROBBING OLD DEPT. OF HIS PREY

This the Salvor Does Best
With the Use of the Air
Pump—The Sandhog As-
sists Him—Lost Treasure
Recovered, Sometimes.

The wonders of potash, particularly in relation to its use as a fertilizing agent, will be told next by Mr. Haskin. He will describe the German potash field, the only one of its kind in the world, and of the Kall syndicate, which handles the German product. What potash does to plant growth will be discussed.

By FREDERIC J. HASKIN.

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Washington, May 8.—Convert it into a gigantic steel air bubble, and it will raise itself—such is the new theory and practice of saving the ships that go upon the rocks or to the bottom of the sea. It is a comparatively new idea, but it has worked where every other means has failed. It was tried in 1905 on the great 11,000-ton Bavarian, which went onto the rocks in St. Lawrence river, and what the salvors could not do with an expenditure of \$150,000 the gigantic air bubble was able to do. It was next tested on the 900-ton Mount Temple, and it was raised. Then it was tried on the English cruiser Gladiator and the American gunboat Yankee with equal success, although the Yankee went down again owing to a collision with one of the tugs towing her. Now it is proposed to add the Republic to this list of converted air bubbles. In this case it is expected that electro-magnets will aid in the work.

The Sandhog's Race With Death.
The air bubble method of salvage is perhaps the cheapest yet found. The first thing to be done is for divers to go down and make the hold airtight, leaving only room for the water to get out. Then gigantic air pumps are set to work, pumps that are some million times larger than the bicycle tire, which will not allow it to escape. As the air is forced into the hold, the water must get out. Through a series of trap doors the men who are accustomed to working under compressed air—corresponding to the "sandhogs" in sub-aquatic tunnels—get down into the hold and brace the ship in every conceivable way so that it can withstand the tremendous strain that is to be put upon it. If the job is not done right, it will cost just as much to raise the ship as to build a new one. But if it is done right there will be no trouble. When the water is forced out, the air that is pumped in, just as a hollow rubber ball will rise to the top of the water, and the towing to a haven of refuge begins.

It is a terrible strain on the new type of wrecker. He knows not the moment when a storm may blow up and find him down in the hold with a dozen trapdoors between him and the top of the water. There are telephones from the wrecking tugs to the interior, and a lookout always stationed above watching for the possible storm. But even with this precaution there is still many a race with death to the top of the water.

First Use of Air in Salvage.
The first employment of the compressed air system of steamship raising was made many years ago. A small schooner had run on the rocks. After many efforts to get her off she was abandoned—or rather sold to an enterprising adventurer. He bought a lot of empty coal oil barrels, and when the tide was low filled the hold with them, first having taken care to have each one closed at the bung. He shored them down well so that they could not shift, and when the tide next came along it lifted the schooner clear of the rocks. The ingenuity of this man netted him enough to buy a good farm.

The next step in the direction of compressed air salvage as it is conducted today was the invention of the "canoe." This is a large iron or steel barrel, often 100 feet in length by as much as 10 feet in diameter. Several of these "canoes" are fastened to the side of the vessel, at low tide, if it is on the rocks, or at any time if it is below the surface. The water is then forced out of them, and their lifting power becomes equal to the difference between their weight and the weight of the water they displace, which is many tons.

Raising the Gladiator.
One of the most unusual cases of successful salvage with compressed air happened in the case of the Gladiator, which was sunk in a collision with the American steamer St. Paul. The Gladiator is a rather antiquated British cruiser, but it was desirable to raise her. She had sunk in a way that made her lie on her side. The first problem was to right her. Heavy apparatus in the shape of steam winches and other equipment was set up in concrete beds on the shore, and after many a hawser had been parted they were finally successful in getting her on an even keel. Then came the work of the divers, the sandhogs, and the air pumps. It was not long before the tale was told, and the Gladiator, sadly disfigured but still in the game, rose to the surface and was successfully towed into port.

The St. Paul, which ran down the Gladiator, has not always gone scot-free. Some 12 years ago she was on the beach herself, off the New Jersey coast. The task of getting her afloat again was placed in the hands of Captain Israel Merritt of the great Merritt-Chapman firm. It is said that this was the last piece of work of which Captain Merritt ever took personal charge. He has been one of the most successful salvors the world has ever produced, and his ships sail many seas in their work of rescuing shipping.

the water. She was little the worse for the experience.
Perhaps one of the most remarkable examples of a ship's commander making the best of the resources at hand was when the Esk collided with an iceberg. Seeing that unless he was able to lighten his ship all hands would go to the bottom he tied up to the berg, unloaded his cargo on it and repaired the damaged hull. Then he transhipped his cargo back into the Esk and continued his journey.

Jap Recovers Shames Uncle Sam.
What constitutes the brightest chapter in all wrecking history was the success of the Japanese in raising the Russian ship that had been sunk at Port Arthur. Where the United States has not been able to raise the one lone Maine in Havana harbor, the Japanese raised nearly everything at Port Arthur. Over 100,000 tons of war engines were brought up from Davy Jones' locker and added to the effective fighting strength of the Japanese army. If the United States had raised the Maine, and all of the ships sunk in the battle of Manila besides, it would not have constituted half the task that the Japanese successfully undertook. The fact that the ships were blown up by the Russians in such a way that they hoped they could never be raised adds to the lustre of the triumph of the Japanese in lifting them. Most of them were lying in from 40 to 50 feet of water.

Recovering Lost Treasure.
The English are now engaged in an enterprise of more than ordinary interest. It is an attempt to rescue the treasure from the wreck of the British ship Lutine, which was sunk in 1797, and lies buried in the sands of more than a century. A large metal tube 100 feet long, and about eight feet in diameter, has been constructed on the one end of which there has been built a tiny house with water-tight windows and doors in it. The divers will go down in this and use it as the base of operations. The sand will all be sucked away from the wreck by the great sand pumps, and then will begin the work of securing the treasure.

This action of the English finds a counterpart in the efforts to raise the Spanish Armada. The Dutch sailors attempted to do so several centuries ago, but their efforts at salvage all came to naught. Napoleon afterward undertook it, but with equal success. Later the Spaniards undertook to raise the sunken craft, and they succeeded in getting the treasure from most of them.

The modern ship devoted to salvage and wreck raising is an intricate and powerful machine. Its gigantic pumps, throwing a ton of water in the time it takes a man to take a breath, and its equipment of pneumatic hammers, drills and riveters, which can do the work of hundreds of men in less time than they could, its great wrecking cranes which can lift hundreds of tons, all lend effective assistance in cheating Davy Jones out of his victims.

Abel Lincoln as a Salvor.
The records of the patent office show that Abraham Lincoln's thoughts once turned more to the sea than to statecraft. He invented a wrecking apparatus, whose principle has since come into use. He had two boats joined together by huge beams. They were able to straddle a wreck. Cables were to be passed under the hull, while steam winches on the salvage boats were to do the lifting. The principle employed being much the same as in the great traveling cranes in big machine shops.

It has been estimated that the tonnage lost at sea is only one sixth as great today as it was 30 years ago, although the aggregate tonnage has increased threefold. In other words, the ocean is 18 times safer today than it was a quarter of a century ago. But even at that there are a thousand craft of one kind or another lost each year.

JUDGE BRONAUGH NOW HEARS WEMME CASE

Because of an allegation by E. Henry Wemme that Judge Gantenbein is prejudiced against him, Presiding Judge Bronaugh is hearing testimony in the circuit court in the case of A. W. Swenson against the Overlook Land company, which was first assigned to Judge Gantenbein for trial.

PATTEN SPIRIT CAUSE FOR FAMILY TROUBLE

That John J. Stewart plunged and lost is the story of a divorce complaint filed in the circuit court by Ida W. Patten. She charges that he was so imbued with the Patten spirit of speculation that he put his money into mining the neglect of his home, leaving his family without support.

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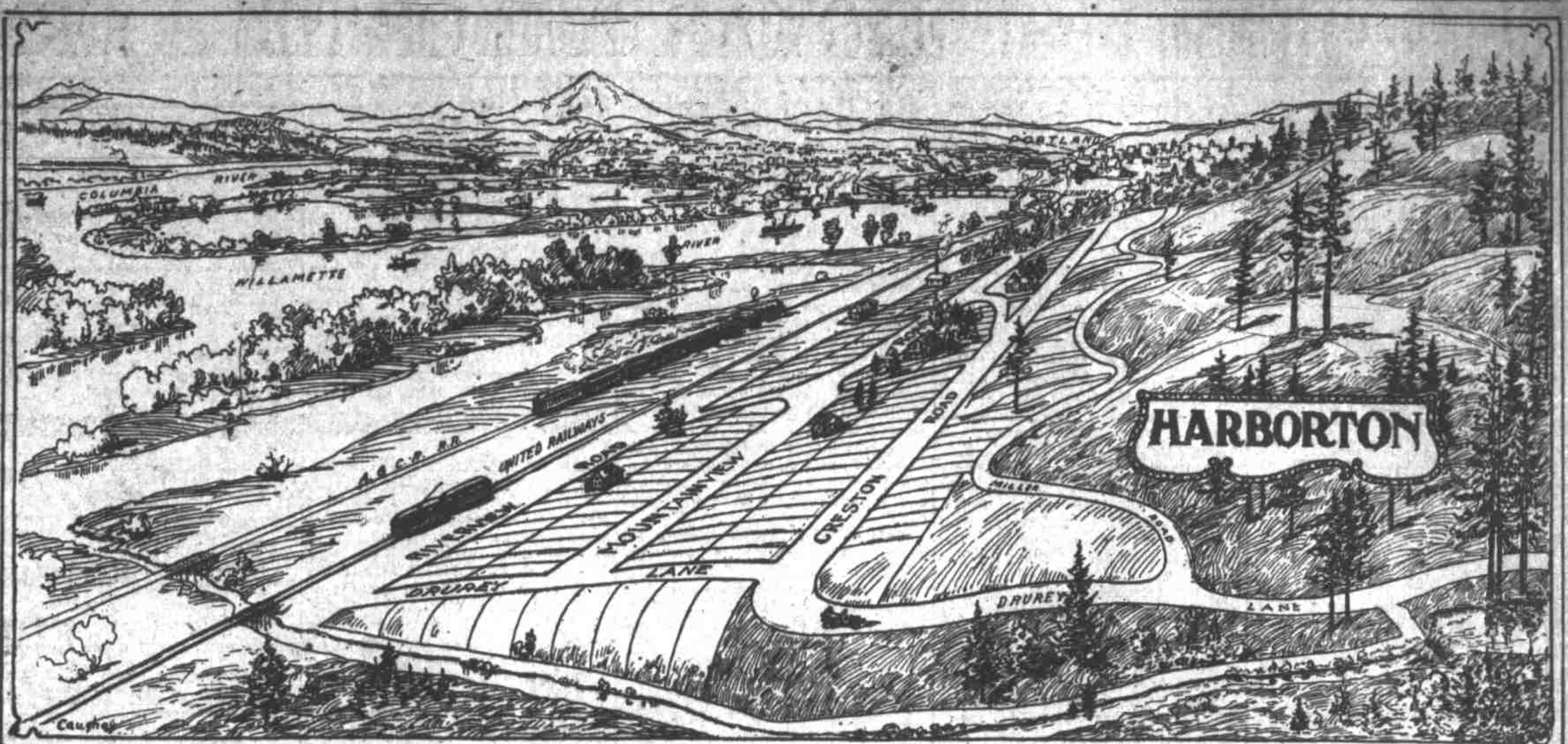
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