

other, so that pen-people cannot be too careful to maintain as far as possible the upright position while at work.

Where diseased spine has made a certain amount of progress we generally have the formation of an abscess, and the case has then assumed a far more dangerous character.

The *prognosis* has reference to the continuance of deformity and to the danger to life itself.

As to the first, if the reader will note what I said about the eating away or corrosion of the bones in front, it must be evident to him that the deformity is incurable; and here I give *another warning*:—No one who has a crooked spine should attempt to undergo any straightening process by the use of apparatus without first consulting a doctor, or inflammation of the spinal cord and death may be the results.

Secondly, as regards the danger to life from the disease. If the curve is very long, there is much decay of bones, and the danger is great. If the spine retains its straight position danger is also great, because ankylosis, or a growing together of the bones, is impossible.

*The Treatment.*—Luckily, we have many excellent hospitals in this country, and therefore the poor, suffering from acute diseases of the spine, have a chance of recovery.

As to those in better circumstances of life, while informing parents that they must place their ailing one as soon as possible under medical treatment, I have also to tell them that the doctor and they must go hand-in-hand in the treatment, else all will be

wrong. Early attention to the little patient's trouble, as I have already hinted, is of *paramount* importance.

Having consulted a doctor, he will naturally turn his attention to means calculated to obviate or cure the blood condition of the system on which the deformity depends. For this purpose he will prescribe tonics such as are suitable, with no doubt cod-liver oil and alteratives of some sort, and he will recommend residence in the country where the air is pure, or by the seaside where it is ozonic and bracing.

At the same time he will enjoin rest in the prone or horizontal position.

Rest is of the highest importance, and the position recommended will have to be maintained for many, many months. This seems sad, but then life is sweet. Even after the arrest of the disease, and when—ankylosis having taken place—the patient is at length permitted to get up and walk about, an apparatus must be worn to completely and perfectly support the trunk.

This apparatus is of several different forms, and the choice must be left to the medical attendant.

I hope, then, I have so far described the nature and treatment of disease of the spinal column as to show parents what they may or may not expect if one of their children should be afflicted with spinal complaint. Nor do I lay down my pen without giving hope. The ailment is *dangerous*, I plainly tell you, but it is also curable.

But so much, so *very* much, depends upon the persistency with which scientific treatment is carried out. Pray do not forget that.

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## TREASURES UNDER THE SEA.

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"Methought I saw a thousand fearful wrecks;  
A thousand men that fishes gnaw'd upon;  
Wedges of gold, great anchors, heaps of pearl,  
Inestimable stones, unvalued jewels,  
All scattered in the bottom of the sea."



THE above lines are from Clarence's dream in *Richard the Third*, and were first published about 300 years ago. They form a theme on which many a vivid tale of shipwreck might be written. Few of us can form the smallest conception of the vastness of the treasures which the

sea has entombed. Public opinion has, however been recently called to the subject by the successful floating of a company, formed for the purpose of recovering treasure of two French ships, one *L'Orient*, a line-of-battle ship, blown up by Nelson at the Battle of the Nile, and the other the *Maza Mundo*, a large transport: both wrecks sunk in Aboukir Bay. The result of this adventure is being watched with deep interest, and if successful, will assuredly lead to many similar expeditions. It seems, therefore, a convenient opportunity for drawing attention to some curious particulars concerning the recovery of specie and other valuables lost at sea by battle, fire, or tempest, together with some instances in which money has been left to the next-of-kin of persons believed to have been lost at sea.

The first of the two ships above referred to (*L'Orient*) is stated to have had on board specie of the value of no less than £600,000, besides other treasure, the spoil of a raid on a Roman Catholic Cathedral at Valetta, and an immense quantity of other valuables.





DIVERS MOVING A CANNON.

The vessel had been despatched with money to Bonaparte, to pay the arrears due to the French forces. Captain Ponsonby, in some experimental efforts, recently succeeded in recovering from the deck of the vessel a French officer's sword and several other interesting relics; but of much more importance was the recovery, from the stomach of an enormous swordfish, of two wooden boxes, measuring eight inches by ten, filled with rough diamonds. This monster fish had caused a good deal of uneasiness to the divers, by its apparently rival researches around the wreckage. As an extraordinary fact connected with this wreck, it may be mentioned that a coffin was made from *L'Orient's* mainmast, which Captain Hallowell sent to Sir Horatio (afterwards Lord) Nelson, with the following letter:—

“*Swiftsure*, August, 1798.

“SIR,—I have taken the liberty of presenting you with a coffin made from the mainmast of *L'Orient*, that when you have finished your military career in this world you may be buried in one of your trophies; but that that period may be far distant is the earnest wish of your sincere friend,

“BEN HALLOWELL.

“Sir Horatio Nelson, K.B., Rear-Admiral of the Blue, &c.”

Admiral Inglefield states that Nelson was so pleased with the gift that he caused it to be placed upright against the bulkhead of his dining-table on board the *Victory*, and there it stood until used to convey the

mortal remains of the hero to his last resting-place in St. Paul's.

A parallel case to *L'Orient* is that of the *Lutine*, a war-ship of thirty-two guns, wrecked off the coast of Holland in 1799. This vessel sailed from the Yarmouth Roads on October 9th of that year, with an immense quantity of treasure for the Texel. In the course of the day it came on to blow a heavy gale; the vessel was lost and went to pieces. Salvaging operations during eighteen months resulted in the recovery of £80,000 in specie.

In 1814 further attempts were made to get at the wreck, which had become deeply embedded in the sand, but with very indifferent success—the result of seven years' toil (1814—1821) being the recovery of only a few pieces of silver. In 1822 several thousand pounds were spent in diving operations, but the result was absolutely *nil*. Next, Lloyd's appeared on the scene, and, after much negotiation, the Dutch Government agreed to hand over half of any further salvage recovered to Lloyd's. From 1822 to 1857 spasmodic efforts were made to fish up further specie, but the result was merely anxiety and vexation of spirit to those engaged in the venture. In 1857 a further agreement was entered into between the Dutch Government and Lloyd's, and from 1857 to 1861 (sixty years after the wreck took place) great good fortune



attended the efforts of the searchers, about £25,000 being the amount of Lloyd's share. Some interesting relics were also found, including part of the ship's rudder and her bell.

In 1871 the Society of Lloyd's obtained a special Act of Parliament for the purpose (amongst other things) of applying the said sum of £25,000 towards further salving operations. These efforts appear to have been further successful, for only two years since a gun was salvaged and presented to the City Corporation. It is predicted that should the bed of sand now covering the wreck be shifted in a storm, the salving operations could be continued much more successfully.

Another remarkable case of recovery of specie is recorded in 1806, when sixty-two chests of dollars, of the value of about £70,000, were fished up by means of a diving-bell from the *Abergavenny*, sunk some years previously at Weymouth.

The close of the last century seems to have been very prolific in wrecks. Here is another instance:—

The British frigate *De Brook*, lost in a storm off Lewes, in the United States, in 1798, is stated to have had on board no less than 52,000,000 dollars' worth of specie and jewels, taken from an intercepted Spanish fleet while on her voyage to Halifax, and with it were also taken 200 prisoners. The latter were in irons on the lower decks when the vessel foundered, and all were lost. Many years afterwards (in 1881) search was being actively prosecuted by a Diving Com-

pany for the purpose of recovering this specie, the result of which has not yet been chronicled.

It would scarcely be believed that valuables have been recovered nearly 250 years from the date of the wreck, but nevertheless it is recorded that the good ship *Harlem*, which was driven ashore in Table Bay in May, 1648, and became a total wreck, had on board many cases full of curiosities and antiquities for sale to European museums. These cases contained idols, rare china, glass, silver, &c. As lately as 1883 salving operations were rewarded by the recovery of several of these articles. The china was not at all injured by having been 235 years under the sea, but the silver articles had suffered considerably.

Another very notable case—not only for the amount of treasure on board, but also for the big "windfall" for the salvors—is that of the *Thetis*, a British frigate, wrecked off the coast of Brazil in 1830, with £162,000 in bullion on board. The hull went to pieces, leaving the treasure at the bottom in five or six fathoms of water. The admiral of the Brazil station and the captains and crews of four sloops-of-war were engaged for eighteen months in recovering the treasure. The service was attended with great skill, labour, and danger, and four lives were lost. A good deal of litigation was the result, as disputes arose between the parties as to the amount of reward for the salvors. The Court of Admiralty awarded £17,000; the Privy Council, £29,000, and £25,800 for expenses.

In the reign of James II. a very successful salving expedition took place. A rich Spanish vessel, which had been lost on the coast of South America, rewarded her salvors with no less than £300,000, stated to have been forty-four years at the bottom of the sea. A medal was struck in honour of this event in 1687.

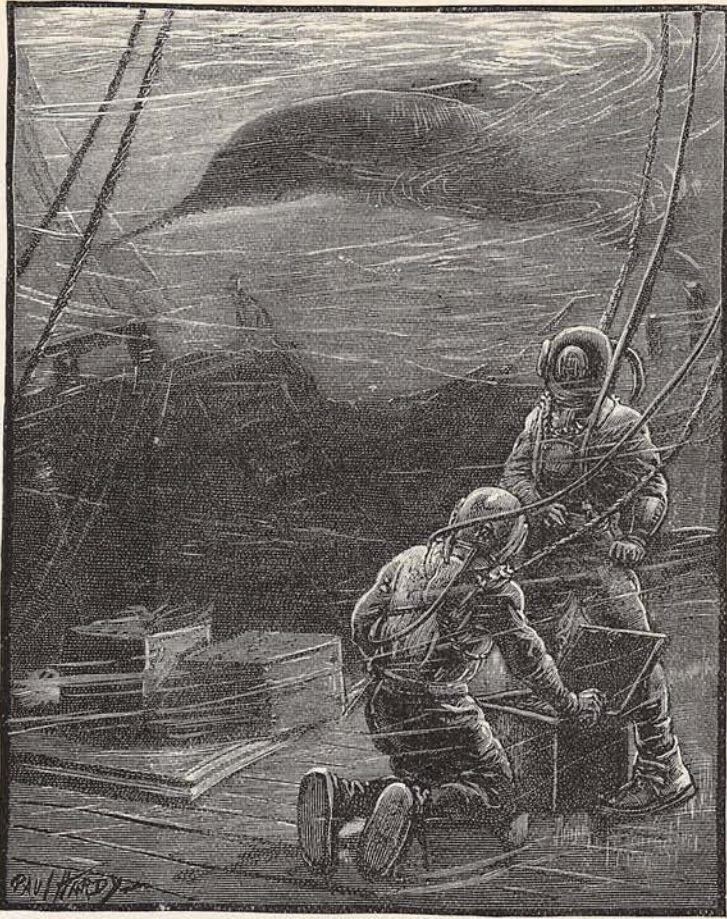
One of the most recent cases of successful salving operations is that of the Spanish mail-steamer *Alfonso XII.*, bound from Cadiz to Havanna, in February, 1885, and sunk off Point Gando, Grand Canary, in twenty-five fathoms of water. She had on board treasure valued at £100,000. The underwriters who had insured the vessel organised a salving expedition, which was despatched to the scene of the wreck in the following May. It is reported that a few months later most of the specie was recovered.

Two other remarkable cases of money or valuables having been recovered deserve a passing notice. The first, that of the finding of 3,800 sovereigns under a pier at Melbourne, part of 5,000 missing from the steamer *Iberia*; the other, that of the recent recovery of a piano, lost in a collision between two steamers off Bognor. One of the vessels sank with all hands; the piano, however, was some months afterwards cast on shore near Worthing, and the finder is sanguine that he will be able to make it again a tuneful instrument.



"THESE CASES CONTAINED IDOLS."





RIVAL DIVERS.

An article on "Treasures under the Sea" would hardly be complete without a short reference to the "Wreck Register." It appears that between 1855 and 1887 no less than 90,168 vessels were wholly lost or damaged by storms, collisions, &c. During the same period it is sad to record that 23,831 lives were lost, and even this large total would have been doubled, had it not been for our glorious Royal National Life-boat Institution, and other means of rescue, which were instrumental in saving 23,939 lives.

We have left but little space for the latter part of our subject—that of "windfalls" for the next-of-kin of persons said to have perished at sea. Three instances may, however, suffice.

The following advertisement appeared in 1783:—

"If the next-of-kin, or any relations of W— F—, late partner and master of the merchant-ship *Commerce*, who, with his wife and every person on board, was lost in the said ship, on her passage from Jamaica to Bristol, in a violent gale of wind, in September, 1782, will apply to . . . they will hear of something greatly to their advantage."

In 1882 a curious question was raised before the

Civil Tribunal at Marseilles. A husband and wife perished in a boat accident, and on the question as to who was the survivor the disposal of £75,000 depended.

A similar remarkable case was decided in 1767. The facts are these:—

In October, 1766, General Stanwix, his second wife, and daughter, set sail in the same vessel from Dublin for England; the vessel was lost at sea, and no account of the manner of her perishing could be discovered. The maternal uncle and next-of-kin of Miss Stanwix claimed the effects under a maxim of the civil law, that where parent and child perished together, and the manner of their death is unknown, the child is supposed to always survive the parent. The nephew of the general, however, succeeded in making good his claim to be the administrator, in opposition to the uncle.

In conclusion, it is curious to note that during the present year a reward of £50 has been offered for an account of a shipwreck which took place in the Straits of Sunda in 1816.

SIDNEY H. PRESTON.