

of heating the boiling pans indirectly by means of steam pipes, etc., were patented. Bullock's blood was replaced by white of egg and eventually milk of lime, but the greatest change in the development of the refining industry took place in 1828 when Dumon introduced the charcoal filter.

A writer in the 1850's refers to the sugar refineries as the largest buildings in the East End. He goes on to say: "Anyone who travels on the Blackwall Railway will have ample means of becoming familiar with the exterior aspect of the refineries; the railway threads its path through the midst of them. The interiors are a very labyrinth of sweets and dirt."

The modern sugar refinery, which embraces the whole process from sampling bags of raw sugar which enter the factory to printing the labels on the cartons which leave it, is highly organised and run on very hygienic lines.

In order to get a first-hand impression of a sugar refinery I arranged to visit Messrs. Tate and Lyle's works at Silvertown on the Thames, the biggest of their kind in the world. In the general manager's office I was given some useful information about the process generally and some good round figures. Messrs. Tate and Lyle deal with 13,000 tons of raw sugar every week at their Silvertown works alone; 2500 tons of coal a week come up the Thames and are landed at the company's wharf, and a million gallons of fresh water are used daily in the refining process. These figures give some idea of the magnitude of the industry, for it must be remembered that they apply to only one of the London sugar refineries. Messrs. Martineau of Whitechapel are an old-established firm of refiners, and there are several others in London making syrup and saccharum, as well as those in other parts of the country.

Electric cranes discharge the bags, twenty or more at a time, from the craft alongside the wharf and dump them on the top floor of the receiving house. Men truck the bags to a weighing machine and they are cut open and a sample taken before the sugar is emptied through an iron grating in the floor into the storage bins below. The bags are sent down a shoot into a room where girls are busy sorting and examining them. The clean bags are brushed by machinery and stacked in piles ready for sale, while dirty or damaged bags are washed and mended.

Meanwhile a steel band carries continuous supplies of raw sugar from the bins to troughs where it is mingled with sugar syrup. This dirty-looking dark brown mass, known as magma, is kept moving by rotating mixers to remove the coating of mother syrup which adheres to the raw crystals. The thick mixture of crystals and syrup is fed into centrifugals where it is spun. These machines, which are driven by electricity generated on the premises, rotate at about a thousand revolutions a minute and throw off the syrup through the perforated metal sides leaving a wall of dampish, pale buff crystals. When sufficient crystals have been obtained the feed is cut off, and the last traces of syrup are removed by spraying the sugar with hot water while the centrifugal is still revolving.

The sugar is dropped through an opening in the

base of the machines into a trough which connects with large, steam-heated tanks where the buff crystals are melted in hot water. This solution runs off through a series of comb-like screens which remove all foreign matter such as string from the bags, stones, fibre, nails, coins and other odd things which find their way into the raw sugar. Lime and carbon dioxide are added to the sugar solution to remove some of the suspended impurities before it is pumped through the filters. These filters contain wire mesh frames covered on both sides with cloth—the modern version of the wicker basket and woollen rag of the old days—and after passing through these screens which remove all gums, wax, etc., the clear, pale yellow liquor runs off through jets at the top. At the end of each filter is a glass tube which enables the man in charge to check the colour and clarity of the solution. About every hour the feed of cloudy sugar solution is cut off, and the screen washed by a moving jet of hot water. Approximately once a month the cloths on the filter leaves have to be renewed.

The sugar liquor which comes out of the filter press is free of all suspended impurities and germs, but still contains its colouring matter and certain salts. To remove these it is passed through cylinders packed with small granules of bone charcoal. These cylinders are about 30 feet high and ten feet across. The sugar solution is let into the top of the column at a temperature of 180 degrees Fahrenheit and allowed to percolate slowly to the bottom. It remains in contact with the charcoal for about three hours, and during this time colouring matter and other impurities are absorbed, leaving a clear, almost colourless solution which flows off into a row of tanks.

After the charcoal has been in use for a certain length of time its power to absorb impurities is reduced, and the sugar supply is stopped and boiling water sent through the cisterns to wash out the accumulated impurities and sugar. The charcoal is re-burned in kilns before being used again.

The pure, colourless sugar liquor passes from the storage tanks to the pan room where the water content is boiled off in vacuum pans and crystals begin to form. This crystallisation process is highly specialised work and a great deal of experience is required by the panman to regulate the feed in such a way that the crystals form properly. The man in charge of these huge pans, which hold between one and two thousand cubic feet of massecuite, has a proof stick and a small piece of glass. At intervals he draws out a sample of the contents of the pan and by examining the size of the crystals on his piece of glass decides whether it is time to let in another charge of liquid. The aim is to increase the size of the first crop of crystals by letting in fresh sugar liquor which attaches itself to the crystals already formed without adding to their number. Vacuum pumps are continually drawing off the air, and in this way it is possible to boil the sugar at a low temperature and thus avoid discolouration.

This mixture of pure crystals and syrup is then fed into centrifugals and spun in the same way that the impure massecuite was spun at the beginning of the

process. The syrup passes through the sides of the machine leaving a wall of fine white sugar crystals.

Before screening to different degrees of fineness the sugar is dried in a revolving drum, known as a granulator, from which the hot, moist air is evacuated by fans. Part of the granulated sugar is automatically weighed into bags, which are sewn by machine and stored ready for delivery to manufacturers. The grocer's supply travels on belt conveyors to the automatic carton filling room, where girls supervise machines which make, print, and paste cartons; fill them with one, two or four pounds of sugar according to size, and seal them ready for the provision merchant's shelf.

Sugar cubes are also made by machine. Instead of being spun in centrifugals, the hot massecuite is run into moulds containing slides three-quarters of an inch apart and allowed to set for about 18 hours. The mould is then pulled from the surrounding flask and

placed in a special centrifugal machine where the remaining syrup is spun off and the crystals cemented together by washing with a very pure sugar liquid. Travelling conveyors carry the slabs through an oven where they are dried for about three hours. When the hard slabs emerge at the other end of the oven they pass through cutting machines. The cubes are riddled over a series of screens to remove all small or broken lumps. The full-sized cubes continue their journey by belt conveyor to the automatic weighing and packing machines, while surplus supplies are stored on a huge storage belt capable of holding 55 tons of sugar.

In the warehouse 20,000 tons of refined sugar of varying grades are kept ready for delivery by road, rail or water. About 6000 tons a week leave the factory by water, much of it being shipped by coasting vessels to other parts of the country.

The Lutine's Gold

SEARCH NOW ABANDONED.

The search for the treasure of the Lutine, off the Island of Terschilling, Holland, has been abandoned, says the London "Evening News." Thedredger Karimata has suffered vital damage which cannot be repaired locally and she is leaving.

So ends the latests hunt for the £1,000,000 worth of gold and coins in the British frigate which sank nearly 140 years ago off Terschilling.

The effort, the most promising of the many which have been made to recover the treasure, is said to have cost over £100,000, and months of preliminary work done before the Karimata, with her 130 scoops, began operations three months ago.

The result has been the recovery of one gold bar worth £840, a number of coins, a few pieces of wreckage, three or four small guns, and some cannon balls.

Hopes at first ran high that the bulk of the treasure would be brought to the surface, from where it lies 10 fathoms deep; but bad weather and frequent sand-slips have dogged the attempts of the treasure seekers.

The abandonment of the effort to-day comes within three days of the expiration of the dredger company's license.

Of the original cargo of £1,150,000 in gold and silver carried by the Lutine when she foundered on the sandbank, about £100,000 worth has been recovered in previous attempts. These recoveries includes the famous Lutine Bell, now at Lloyd's.

The Karimata, owned by the Billiton Mining Company of The Hague, is the largest dredger in the world. Described as a "floating workshop," she is capable of sending down an endless chain of two-ton buckets through the sea to the floor of the oceans.

THE STORY OF THE LUTINE.

There is not on the seas of the world a region more

thickly strewn with wrecks than the singular line of coast, neither land nor water, but compound of both, ever changing, and ever altering its boundaries, that forms the entrance of the Zuyder Zee. The coast was wholly land till the beginning of the thirteenth century, when a terrible hurricane broke in one night through the isthmus, separating the inland lake, called Flexo by the Romans and Vlies by the natives, from the North Sea, the waters of which, once admitted, made themselves an ever-widening channel. In the year 1287, the North Sea cut for herself a second gate, at the cost of a hundred thousand human lives, and ever since that time the channels connecting the ocean and the former inland lake have been multiplying and shifting, till now, at the end of five centuries, the old isthmus and the former coast line are recognisable only on the maps by a narrow chain of islands stretching in a semi-circle around the entrance of the vast Zuyder Zee. Death lies in wait for the mariner who approaches the chain whenever the waves of the North Sea, uplifted by a north-westerly gale, rush through it with more than usual violence. The line of islands, the Texel, Vlieland, Terschelling, Ameland, and a host of smaller ones, girt by sand-banks, partly under and partly above water, are divided from each other by channels that constantly alter their course, often shifting so rapidly as to cause dismay to the very inhabitants of the amphibious districts, born fishermen and pilots. Each north-westerly gale almost brings its victims, and the sandbanks have gathered in the course of centuries a thick harvest of wrecks, made up of ships of every class and of every nation. But, of all the wrecks that lie there at the Zuyder Zee entrance, none has acquired more fame than that of the British man-of-war, the Lutine—a ship previously belonging to the navy of France, launched in 1785, and christened La

Lutine, but subsequently captured by Admiral Duncan—which was lost here on the night from the 9th to the 10th of October, 1799. Phlegmatic as are the natives of the Netherlands, they have woven a golden halo of romance around the wreck of the Lutine, the bowles of which are said to hold riches "beyond the dreams of avarice." And, in Dutch eyes, the sunken treasure was not the less attractive for being the property, not of their own or any other Government, but of a mere civil corporation, known semi-mystically to the world by the name of Lloyd's.

As is often the case in regard to wrecks believed to contain great treasures, that of the Lutine gave rise to the most fabulous accounts, not only at the outset, but repeated to this day. In the earlier reports of the disaster, the amount of bullion and money last was given at £140,000, but it rapidly rose, in subsequent accounts, to half a million, then to a million, and ultimately to upwards of two millions sterling. Then it came to be added that "the Dutch Crown jewels" had also been on board the Lutine, and were amidst the sunken treasure, and invention went so far as to mention that they had come from the shop of "Messrs. Rundell and Bridges on Ludgate Hill." It is curious to follow the succeeding reports of the event. One of the first appeared in the "Gentleman's Magazine," which, under date of October 19th, 1799, had the following paragraph: "Intelligence was this day received at the Admiralty from Admiral Mitchell, communicating the total loss of La Lutine, of 22 guns, Captain Skynner, on the outward bank of the Fly Island Passage, on the night of the 9th inst., in a heavy gale at N.N.W. La Lutine had, on the same morning, sailed from Yarmouth Roads with several passengers, and an immense quantity of treasure for the Texel; but a strong lee-tide rendered every effort of Captain Skynner to avoid the threatened danger unavailable, and it was alike impossible during the night to receive any assistance, either from the Arrow, Captain Portlock, which was in company, or from the shore, from whence several showts were in readiness to go to her. When the dawn broke, La Lutine was in vain looked for; she had gone to pieces, and all on board unfortunately perished, except two men who were picked up, and one of whom has since died from fatigue he had encountered. The survivor is Mr. Shabrack, a notary public. In the annals of our naval history there has scarcely ever hapened a loss attended with so much calamity, both of a public as well as a private nature." The "immense quantity of treasure" was valued, rather modestly, by the reporter of the "Gentleman's Magazine" at £140,000. A writer in the "European Magazine," soon after, while quoting the account word for word, turned the figures into letters, putting it "six hundred thousand pounds in specie." From thence to the million sterling the upward movement was easy. "Ce n'est que le premier pas qui coute."

In almost all the accounts of the wreck of the Lutine it is stated as an absolute fact that the frigate was bound for the Texel, and that the bullion and treasure she carried, and which was lost in her, was

destined for the payment of the British forces in the Netherlands. Both statements are without foundation, as proved by a careful search in the archives of the Admiralty. The records here preserved show that the Lutine was under directions to sail, not to the Texel, but to the river Elbe, her destination being Hamburg, and that the treasure on board was not the property of the Government, intended for the payment of troops, but that of a number of London merchants—without further identification, as they were connected with Lloyd's—and that the object of the despatch of the coin and bullion was purely commercial. Upon both facts the papers of the archives of the Admiralty leave no doubt, although they are far from explaining how it happened that, sailing for the mouth of the Elbe, the Lutine, under the command of a most able and experienced officer, and in all respects well found, came to be driven, within eighteen hours after leaving Yarmouth Roads, to the dangerous shoals of the Zuyder Zee, far out of her tracks, even making every allowance for the strength of a north-westerly gale. Another apparent mystery in the ill-fated voyage of the thirty-two-gun frigate is her being employed as a mere packet, carrying cash and bullion for the benefit of private individuals. The mystery is but partly solved by the perusal and examination of all the official correspondence preserved at the Admiralty, relating both to the despatch of money for the payment of the British troops serving on the continent of Europe, and to the wreck of the Lutine.

The first in the series of documents referred to is a letter from the Secretary of the Treasury to the Lords of the Admiralty, dated September 27th, 1799, informing them that "a sum of money in silver will be ready for transmission to the Texel, for the use of the Army in Holland," and also "a quantity of bullion for Hamburg," and inquiring whether there can be got ready "by the middle of next week," or earlier, "one or more ships to convey the same." A prompt reply is given to this inquiry in a letter from the Admiralty to the Treasury, dated September 28, shortly stating that "His Majesty's ship Amethyst has been ordered to be kept in readiness for the service required." The next is a letter, dated October 2, from the Secretary of the Treasury to the Admiralty, informing the Lords that "the silver coin for the Army in Holland" has been delivered "this morning" on board the Amethyst, at Gravesend; but that "the bar silver for Hamburg will not be ready till next week." The Secretary adds that, "it being important that the money for the army should be sent off at once," "there was necessity of getting a second vessel ready for the conveyance of the bar silver for Hamburg. Next come two service letters from the commander of the Amethyst, Captain Cooke, to the Admiralty, the first dated Gravesend, October 3, stating that "the money for the army in Holland" had been received by him; and the second, dated October 23, informing the Lords that he sailed from the Nore on the 6th inst, arrived at the Texel on the 9th, and "delivered for the army," after which he left the Texel again on the 20th, and returned "this day" to the Nore. The correspondence thus far clearly disposes of the rumour of the Lutine having been commissioned by

the Government to carry the money for the payment of the English troops in the Netherlands, since the Amethyst was the carrier, arriving at the Texel on the very day when the unfortunate frigate was buried in the sands of the Zuyder Zee.

The "silver coin for the Army in Holland" having left, there remained behind the "bullion," or "bar silver" destined for Hamburg. To effect its despatch, in accordance with the wishes of the Treasury, an order was sent, under date of October 9, to Admiral Lord Duncan, commanding the North Sea Fleet, for the time anchored in Yarmouth Roads, directing him "to send a brig, or cutter, to Gravesend, for the service of receiving on board some bullion and conveying it to the Elbe." There came reply from Lord Duncan, "the Kent, Yarmouth Roads, October 11," stating that he had ordered "Lieutenant Wood, of the Nile, armed cutter," to proceed to Gravesend and place himself at the service of the Treasury. Lord Duncan, in the same letter, further informed the Lords of the Admiralty—in a sentence sounding rather strange, as implying of his receiving communications from private individuals, and carrying out their demands without consulting or getting the permission of his superiors—that he was going to send a second man-of-war to the Elbe. "Having received yesterday a pressing application from the merchants to convey a quantity of bullion lying here to Cuxhaven," wrote Lord Duncan, "I ordered Lieutenant Terrel, of the Courier, armed cutter, to proceed thither with it." Lieutenant Wood, commanding the cutter Nile, arrived at Gravesend on the 12th of October, and on the same day informed the Lords of the Admiralty of his arrival. On the 14th he sent further notice, at the moment of setting sail for Gravesend, that he had "received on board the bullion from the house of Messrs. Goldsmith and Co.," and "there being no post to-day from London, I have judged it for the good of His Majesty's service to proceed with the said bullion at once to the place of its consignment." The treasure sent by the Government to the Elbe, like that despatched to the Texel, safely got to its destination, the Nile having a good run, which did not prevent Lieutenant Wood from afterwards getting a sharp reprimand for having left Gravesend without the final permission from the Admiralty. The noble lords, while allowing the greatest independence to an admiral, seemed to think that, as a kind of compensation, they must be all the more strict with a lieutenant, even if acting "for the good of His Majesty's service."

Admiral Lord Duncan, as appears from the further correspondence, did not carry out his first intention of fulfilling the desire of "the merchants" to send bullion to the Elbe by sending thither the cutter Courier, under Lieutenant Terrel. It seems highly probable, and indeed almost certain from the tenor of the letters, that "the quantity of bullion" mentioned in Lord Duncan's letter of the 11th of October was very much larger than originally calculated upon, the amount increasing not unnaturally by fresh parcels from the same destination, sent as soon as it became known that the treasure would be in the safe custody of a man-of-war. At any rate, the admiral discarded the cutter

he had first chosen, and selected instead the Lutine frigate, of 32 guns, one of the swiftest and best-manned vessels in his fleet. Dating from "the Kent, Yarmouth Roads, the 9th October, 1779," Lord Duncan informed the Admiralty of his newly made arrangements in a notable letter. "The merchants interested in making remittances to the continent for the support of their credit," he wrote, "having made application to me for a King's ship to carry over a considerable sum of money, on account of there being no Pacquet for that purpose, I complied with their request, and ordered the Lutine to Cuxhaven with the same, together with the mails lying here for want of conveyance; directing Captain Skynner to proceed to Stromness immediately after doing so, to take under his protection the Hudson's Bay's ships, and see them in safety to the Nore." When this letter was written, the Lutine had sailed already, having left Yarmouth Roads at dawn on the morning of the 9th of October; and before Lord Duncan's communication reached the Lords of the Admiralty the splendid treasure-laden frigate was no more in existence.

The report of the loss of the Lutine reached Lloyd's on the 15th of October; but the official communication of it was not received at the Admiralty till the 19th of October, when there arrived a letter from Vice-Admiral A. Mitchell, stationed on the Dutch Coast, dated "Isis, near the Vlieter, October 15th, 1799." The Admiral wrote: "It is with extreme concern that I enclose you herewith the copy of a letter I received the 13th inst. from Captain Portlock, of His Majesty's Sloop Arrow, stating the total loss of His Majesty's Ship Lutine, her officers and company, all excepting one man, on the outer bank of the Fly Island passage, on the night of the 9th instant." The enclosure, signed Nathaniel Portlock, and dated "Fly Island Anchorage, October 10th, 1799," furnishes the only existing account to be considered authentic of the loss of the Lutine. "It is with extreme pain," Captain Portlock informed Admiral Mitchell, "I have to state to you the melancholy fate of His Majesty's Ship Lutine, which ship ran on the outer bank of the Fly Island passage on the night of the 9th inst., in a heavy gale of wind to the N.N.W., and I am much afraid her crew, except one man who was saved on a part of the wreck, have perished. This man, when taken up, was almost exhausted. He is at present tolerably recovered, and relates that the Lutine left Yarmouth Roads on the morning of the 9th inst., bound for the Texel, and that she had on board considerable quantity of money. The wind blowing strong from the N.N.W., and the lee-tide coming on, rendered it impossible with Schooners, or other boats, to get out to her aid until daylight in the morning, and at that time nothing was to be seen but parts of the wreck. I shall use every endeavour to save what I can from the wreck; but, from the situation she is lying in, I am much afraid little will be recovered." The single survivor of the Lutine died before reaching England.

Notwithstanding the little hopeful report of Captain Portlock as regards salvage from the wreck of the Lutine, everything that was possible was done towards this end. On the 29th October, the Lords of the Admiralty addressed a letter to Vice-Admiral Mitchell,

stating that "their lordships feel great concern at this very unfortunate accident," and directing him to instruct Captain Portlock "to take such measures as may be practicable" for recovering the stores of the *Lutine*, as well as the property on board, "being for the benefit of the persons to whom it belongs." The captain of the *Arrow* was to be further instructed "to send over the man who has been saved by the first opportunity, that such information may be given to the persons concerned in the property as may be necessary for the benefit of the insurers." The latter had already, nearly a week before, taken matters in their own hands, several persons being despatched from Lloyd's to ascertain on the spot whether anything could be saved from the wreck of the *Lutine*. At the same time the underwriters settled their accounts with the greatest promptitude, paying for a total loss. In a letter addressed, under date of October 22nd., 1799, to the Secretary of the Admiralty by the "committee for managing the concerns of Lloyd's," the latter requested "the favour of Mr. Nepean to lay before the Lords Commissioners of the Admiralty the information that a sum of money, equal to that unfortunately lost in the *Lutine*, is going off this night for Hambro, and they trust their Lordships will direct such steps as they may think expedient for its protection to be taken." The request was complied with, though not very graciously. Admiral Lord Duncan was directed, by orders from the Admiralty dated October 22nd., to appoint a convoy, but was instructed at the same time to "let them know that their lordships have done so in this particular case; but that they must not expect the packets can again be convoyed." With this letter ends all reference and allusion to the *Lutine* and her precious freight in the correspondence preserved in the Record Office of the Admiralty.

The agents sent out from Lloyd's recovered nothing from the wreck of the *Lutine* for the benefit of the underwriters. England being at war with the Netherlands, the Government of the latter country claimed the wreck as their own, although not demanding that it be adjudged by any prize court. While hostilities were proceeding between the two nations, the sturdy fishermen of the islands at the mouth of the Zuyder Zee, more particularly of that of Wyck, did not lose the opportunity of gathering the harvest of the sea and the sands. The wreck of the *Lutine*, partly exposed at very low ebb tides, was lying about midway between the islands of Terschelling and Vlieland, somewhat nearer to the latter than the former, and at the period the frigate was lost a channel known as the Izergat, or Irongate, ran close to the side of the ship. Thus approach to the wreck was easy, and the Wyck fishermen and their friends took such good advantage of time and tide as to haul up from the bowels of the *Lutine* a mass of coin and bullion of the value of more than eighty-three thousand pounds sterling. It was ascertained officially, after the declaration of the bullion-fishers themselves, that they had raised the following amount of treasure between June, 1800, and November, 1801:—

58 bars of gold; weight, 646lbs. 23 ounces;
35 bars of silver; weight, 1,758lbs. 8 ounces;
41,697 Spanish silver pistoles;
212 Spanish silver half-pistoles;

179 Spanish gold pistoles;
20 Spanish gold half-pistoles;
24 Spanish gold quarter-pistoles;
18 Spanish gold one-eighth pistoles;
28 Spanish gold one-sixteenth pistoles;
81 Double Louis d'or;
138 Single Louis d'or;
4 English guineas;
2 Half guineas.

The Government of the Netherlands granted the salvors one-third of the bullion and coin which they declared to have found, and had delivered up to the authorities; and the remainder was conveyed first to the Hague, and then to Dordrecht, the mint of which city transformed it into Dutch money, of the total value of 669,240 guilders, or £55,700. At the end of the year 1801, the bullion-fishers left off fishing, partly because it appeared to them that the treasure store of the English frigate had been exhausted, and partly because a fresh change in the currents of the ever-moving tides had covered the wreck with sand, many yards in depth. For more than a dozen years the Dutch thought no more of the *Lutine*, only the sailors of the lonely islands of the Zuyder Zee pointing, now and then, with bated breath, and still watchful curiosity, to the presumed burial-place of the "gold wreck."

In England, too, the fate of the *Lutine* was quickly forgotten, amidst the stirring events of the great war in which the nation was engaged. Lloyd's underwriters were the last men to fret about a loss the accounts for which had been settled, and, perhaps, none but the sorrowing relatives of the officers and crew drowned in the *Lutine* ever thought of the splendid frigate that had left Yarmouth Roads on the morning of the 9th of October, 1799, and been wrecked before midnight of the same day on the Dutch coast. A few of these relatives obtained, at intervals, memorials of the dear ones lost to them. The Wyck fishermen found in their stout nets, that raised the gold and silver bars, some silver spoons marked W.S., and these, being sent to England, were recognised by the Rev. Mr. Skynner, rector of Easton, near Stamford, Lincolnshire, as having belonged to his son, Captain William Lancelot Skynner, commander of the *Lutine*. Again, the fishermen's stout nets brought to daylight a somewhat curiosity shaped sword, bearing the stamp "Cullum, King's cutler, Charing Cross, London," and the initials C. G. A., and this weapon also finding its way, for reasons easily imagined, from the Zuyder Zee islets into the British islands, was discovered to have been made for the first lieutenant of the *Lutine*, Mr. Charles Gastine Aufrere, third son of Mr. Anthony Aufrere, of Hoveton Hall, Norfolk. Mr. Anthony Aufrere long and bitterly mourned the loss of his son, not more than twenty-nine years of age at the time of his death, but already highly distinguished in the service which he had entered, and marked out for promotion to the highest ranks. None of the bodies of those that perished in the *Lutine* were brought to light by the fishermen of the Zuyder Zee.

After having been forgotten for more than a dozen years, the "gold wreck" once more created a stir in the Netherlands at the end of the Napoleonic wars. Public attention was drawn to it by a gentleman of property,