the streets, and in despair over the servant problem saw an old coloured auntie of the antebellum type, and, threw herself upon her mercy, saying:

"Auntie, do you know where I can get a good coloured girl? I have tried everywhere."

And the dear old coloured "mammy" replied: "'Deed I don't, missus. I reckon as how you'll have to do like I does, and hiah a w'ite woman."

That is the state of affairs. The servant problem is driving people to the apartment hotels. It has thousands of erstwhile happy homes in terror and confusion. It makes every man and woman of the servant-employing class earnestly in favour of a repeal or amendment of the law that forbids the coming of Asiatics to these shores as workers. We of the East are led to believe that Asiatic people make docile and ideal servants. I doubt it.

I doubt everything.

A good Japanese man-servant gets from seventy-five to a hundred dollars a month. I, like others, have invaded Chinese laundries and asked for help of the bland, yellow toilers over tub and ironing-board.

"Yes, can get; get good Chinese boy for houseworkee, seventy-five dollar month." And so the cry is ever for help; but there is no help.

Perhaps when the day comes that women set aside snobbery and do not degrade domestic service, when we have our households so arranged that a day's work does not mean from early morn till late at night, and when "a servant" is not called a servant, we shall hear no more of the "servant question."

I, for one, make bold to say that I believe that women have but little executive capacity. Consider, they have had this servant problem in their own hands almost exclusively for centuries; it grows harder to solve, year after year, until at present the situation is well-nigh intolerable.

There is no doubt but what, when board, room, and wages are considered, domestic service pays better than work in a store or factory, and yet working girls, as well as employing women, make the same snobbish distinction. The girl in the factory, store, or shop, considers herself as good as most women and better than the house-servant. Why?

Women in hotels treat employees with more deference, forbearance, and gratuities than they ever think of according to those employed in like service in their own homes. Why?

It is a fact that must be admitted that women are stronger than men for social ascendancy, and they see no way to climb to social heights except by snubbing the strata beneath them.

For some inscrutable reason they have made their domestic aids the lowest strata; and this is properly resented by their self-respecting poorer sisters. Until this situation has been met, and remedied by our advancing civilisation, self-respecting women will continue to shun domestic work, no matter what their need. They will leave housework, though it calls for the most womanly qualifications, tact, skill and intelligence, to the sloven, the incompetent and unreliable who now form most of the great army of those who work in the homes of other people.

Submarine Wrecking Vessel.

THE illustration represents a new type of wrecking vessel, which has been built at Wyvenhoe, Eng., for the recovery of certain sunken bullion and specie, whose value is over £1,000,000.

On the night of October 9, 1799, the British man-of-war "Lutine" sank off the entrance to the Zuyder Zee, while she was transporting some £1,178,000 worth of bullion and specie to Hamburg for the purpose of relieving the financial panic which existed there at that time. John Mavors Still, Lloyds' Amsterdam agent, found the insurance effected to be £900,000 sterling at Lloyds and £160,000 sterling at Hamburg. England was at war with France; and Holland, under French influence, claimed the wreck as spoils of war. The ship became sanded, however, as she lay at the entrances to the Zuyder Zee, and the wreckers were forced to abandon her.

Peace being declared, the King of Holland, in 1823, ceded to the King of England his rights to the treasure, and the King of England ceded the right back to Lloyds. The sand being cut away from over the vessel by storms from time to time, diving operations were commenced under the supervision of Lloyds to recover the treasure. With the crude apparatus at hand, the company have succeeded in recovering in five attempts, during over a century, a total of 198 gold and silver bars and some 12,000 coins. The sand, however, continually drifted in on the wreck, and ultimately forced them to suspend operations. The engineer for the company having the contract with Lloyds requested Mr. Lake to design a submarine recovery apparatus for the salving of this treasure.

The engineering problem is to remove about 40,000 tons of sand that has accumulated above and around the wreck, and to clear out the sand from the interior of the vessel, first removing her decks if they still remain. For this purpose a plant has been designed consisting of a large light-draft surface vessel, provided with a well running partially through the centre of the vessel, for the purpose of housing the submarine bottom working apparatus. Two 12in sand pumps work in connection with the submarine tube. Their suction ends are controlled from within the working compartment, and are to be used in the final cleaning out of the vessel, and to keep the sand away from the operators when they are working on the bottom.

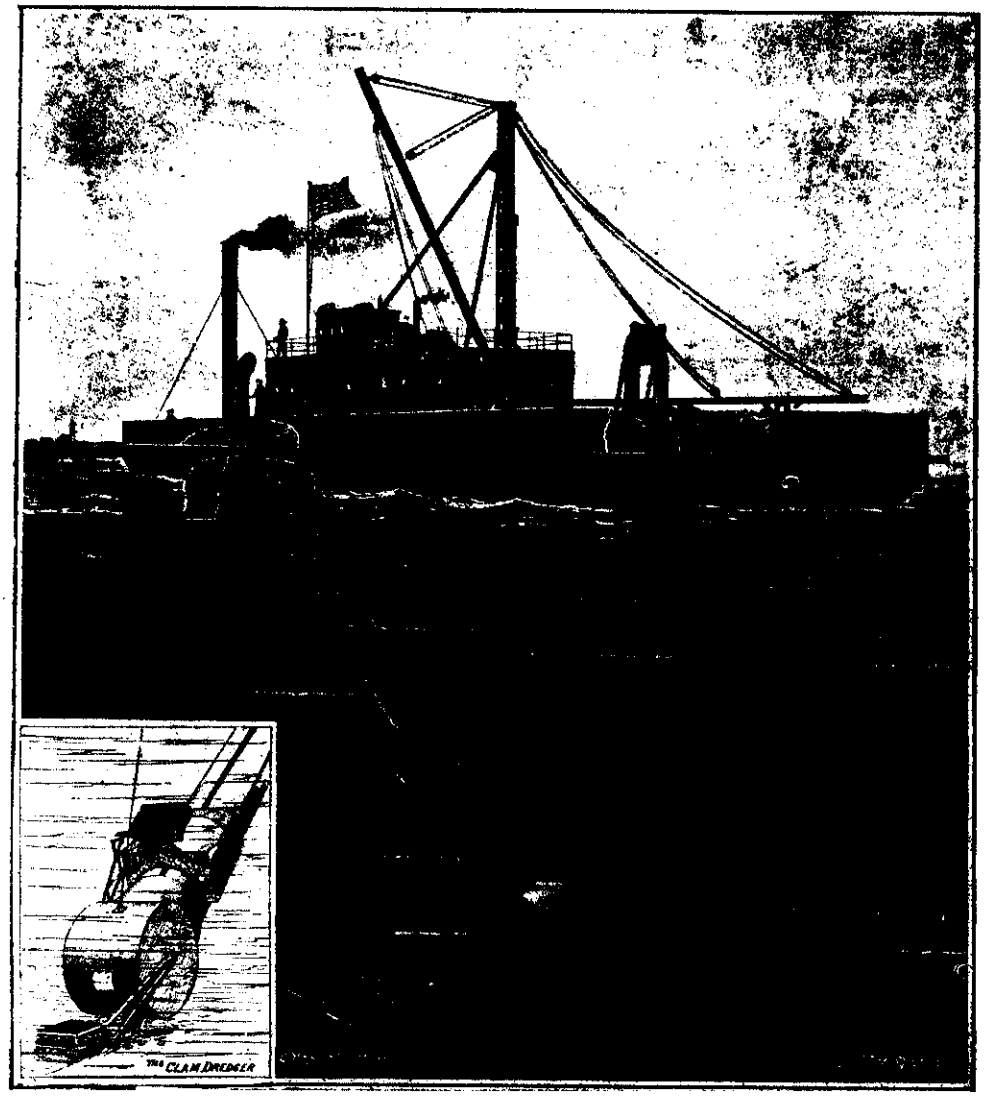
The capacity of the sand-pumping plant is over 40,000 tons per day of 24 hours. Owing to the exposed nature of the location, and the fact that the sand drifts in so rapidly during the time of storm, the plant is made powerful enough to complete the whole job in a few days' time during the comparative calm of the summer.

The most interesting part of the plant is the submarine tube and working chamber. The former, built of steel plating, is hinged within the hull of the surface vessel. It is 5ft in diameter and 95ft long. Water ballast compartments are provided on either side; and there is a passageway down which the operators may walk when the working compartment is on the bottom.

The working department, also built of steel plating, is constructed on the same principle as the diving compartment in the Lake type of submarine boats, which principle has been successfully tested in numerous submarine boats constructed here and abroad. It is about 8ft. across, with large doors opening out from its bottom, and with provision for the admission of compressed air. The bottom door may be opened, and the compartment may be hauled to any desired position by the use of anchor lines.

The working chamber is fitted with observation ports, for investigation of the bottom of the sea, which latter is lighted up by searchlights carried within the chambers. In working on a stationary wreck the chamber and tube would be moved, preferably by anchor lines; but when a search for a wreck or other object is being made, the chamber will either be suspended clear of the bottom, and the surface hull with its submarine tube and chamber towed by a tug; or the chamber will be lowered to the bottom, and the whole plant, surface and submerger, moved by means of a heavy mechanically-driven tractor wheel, projecting through the chamber and resting upon the bottom. To achieve this sufficient water ballast is admitted to cause the working chamber to rest on the bottom, embed the teeth of the tractor wheel, and so afford sufficient tractive adhesion. The traction wheel is driven by a motor within the compartment, and may be turned in any direction, like a unicycle. The compartment may thus be navigated in the most devious course, around rocks or other kinds of obstructions.

This last will be the method of progression adopted when the system is used in pearl fisheries, for which the plant is particularly well adapted. The small sketch shows the compartment fitted with two large, mechanically-operated rakes, hinged, one on each side, at the axis of the chamber. This type of machine would be used on bottoms that are fairly clear of rocks, and the method of cleaning up oyster ground may be likened to that of a reaper cleaning up a wheat field. The working compartment is wheeled back and forth over the oyster beds in parallel lines. When the rakes become filled, the submarine compartment is stopped, the rakes are rotated and elevated by machinery within the submarine working chamber, and the oysters are dumped into a car which runs on rails on the top and sides of the tube, as shown in the sketch. The car being filled, it is hauled to the surface and dumped of its load. On prolific oyster bottom free from rock, and in the clear waters of Ceylon, such an apparatus would probably catch more oysters per day than several hundred native divers operating in the usual manner.



ATTEMPT TO RECOVER SUNKEN TREASURE FROM BRITISH MAN-OF-WAR "LUTINE."

On the night of October 9th, 1799, the British man-of-war "Lutine," with £1,178,400 in bullion and specie on board, was sunk off the entrance to the Zuyder Zee. Over £1,000,000 is known to be still in the wreck.