

BATHS, BATHS, BATHS.

The Victoria Electric, Medicated
and Steam Baths,

76 YATES STREET, VICTORIA.

HOURS FOR BATHERS :

For Gentlemen, 8 to 12 A. M. and 6 to 9 P. M.

For Ladies, 2 to 6 P. M.

A Lady Attendant During Ladies' Visiting Hours.

FILLING BALLAST TANKS.

Investigation leads us to impress upon ship-builders and ship-owners and captains the advantages and necessity of fitting the water ballast tanks with a vertical continuous plate, so as to divide the tank in two. A deep water ballast tank extending right across the ship, is, unless so divided, a distinct source of danger, especially when the ship is in charge of a captain who is not conversant with the effect on the ship's stability of partially-filled tanks. Another conclusion is that when tanks are to be filled at sea, or even in harbor, they should be filled and emptied one by one, and those at the ends should be filled or emptied before the midship ones, as the loss of stability when a tank is partially filled will of course be less the smaller the tank and the smaller its breadth. Lastly, it is better and safer to fill tanks in port rather than at sea. Many captains and others agree that if their vessels are tender when laden down to their mark, the filling of the ballast tanks, causes a diminution of freeboard and its consequent penalty. This seems to show the force of our oft-repeated contention that far, far too much importance has been attached to mere freeboard. If it is a question between greater stability and freeboard, there can be no doubt that the former is to be preferred, other things being equal. — *Nautical Magazine*.

STRANGE WAVES.

The mysterious wave which did so much damage to life and limb and to the steamship *Etruria*, recently, properly belongs to

that class of physical phenomena for which there is as yet no satisfactory explanation, unless it be that of submarine earthquakes. Whatever the cause, certain it is that they have taken place time and again, and always caused much damage on account of their sudden and unexpected appearance and the awful power wielded while they last. One of the worst known occurred in the year 1869. It was the first day of November, and the people of Oran, Algeria, had been experiencing beautiful weather. No breeze was blowing, and the harbor was stirred by scarcely a ripple. Even after it was all over, marines on vessels lying a few miles out from shore said no storm of any kind had been experienced, yet the people on shore suddenly noticed the approach of a tide of unparalleled height and violence which submerged the coast line far beyond the ordinary mark, and destroyed in its course much valuable property. On the tide's ebbing, when the danger was supposed to be over, great submarine billows broke over the harbor and coast and beat furiously against the splendid new mole lately constructed for the protection of the port for the space of thirty-six hours. Receding, the immense waves uncovered the foundations of the mole to the depth of eight yards below the ordinary water level, and, advancing, broke high over the vessels within the harbor, some of them sending their spray clean over Fort Lamoune—that is to say, more than one hundred yards high. Those terrible shocks, repeated with regularity every minute, soon racked and rent the pier on the seaside; in the space of a few hours great fissures on the top and on the side next the town became

visible, and its total destruction was seen to be inevitable. Before evening scarcely a vestige remained of the once splendid mole, which, on the morning of the same day, measured nine hundred yards in length, and seemed to be able to resist the storms of many centuries.

In view of the importance of the sealing industry to British Columbia and the great losses to which Victoria sealers have been subjected by the joint convention between Great Britain and the United States, the following extract from the President's Message is both interesting and significant :

"In my last message I stated that the bases of arbitration proposed by Her Majesty's Government for the adjustment of the long-pending controversy of the seal fisheries were not acceptable, I am glad now to be able to announce that terms satisfactory to this government have been agreed upon and that an agreement as to the arbitrators is all that is necessary to the completion of the convention. In view of the advanced position this Government has taken on the subject of international arbitration this renewed expression of our adherence to this settlement of disputes, such as have arisen in the Behring Sea, will, I doubt not, meet with the concurrence of our Congress. In view of the reports as to the diminution of the seal herds in Behring Sea, I deemed it wise to propose to Her Majesty's Government, in February last, that an agreement for a closed season should be made pending the negotiations for arbitration, which then seemed to be approaching a favorable conclusion. After much correspondence and delays, an agreement was reached, on the 15th of June, by which Great Britain undertook, from that date and until May 1st, 1892, to prohibit killing, the United States, during the same period, to enforce its existing prohibition against pelagic sealing."