

appointment. He was directed to search and try to secure the two large nests of anchors and chains that were known yet to exist. In the beginning of May the barge was towed in the stream and the search was commenced without delay.

After two weeks of steady searching the Captain reported that he had failed to fasten the barge on either of the nests, although he had not abandoned hopes of securing them.

He was therefore ordered to cease his search till further orders, and to raise the steamer "Bidder," sunk some ten years ago in front of the ferry landing at Levis.

After two months work the whole wreck, comprising the engines, the boiler and the hull, was safely landed on Carrier's premises, at Levis.

The wreck having not been claimed under the authority of the 5th Section of the 29-30 Victoria, Chap. 59, was disposed of as provided for by Section 2 of the 22nd Victoria, Chap. 81. The sale only realized one hundred and fifty dollars (\$150.)

The obstruction caused by this wreck was as dangerous, if not more so, to shipping than a nest of anchors, and all interested have learned with satisfaction of its disappearance.

As soon as the lifting barge had landed the wreck, Captain Giguère received instructions to resume his search for nests of anchors and chains for which he had already searched in the beginning of the season. His search again proved unsuccessful, and it has been inferred that no more nests were in existence, or that if such really exist, they were covered with sand and were as obstruction considered of no more consequence.

During his search the master of the barge has succeeded in raising five anchors and about sixty-six fathoms of chain. One of these anchors was claimed by its owners, the Allan Steamship Company, and delivered to them on payment of the salvage.

Amongst these anchors there is one which is the largest that has ever been raised by the barge. It weighs 5,985 pounds, and according to experts, must have been under water for at least sixty years. It has been established by marks thereon that it belonged to an English frigate.

The wreck of the steamboat "Ottawa," sunk some sixteen years ago off the wharf belonging to the Montreal Ocean Steamship Company, has been surveyed during the month of August, and the master of the lifting barge has reported that the whole wreck was covered with sand, and declared that he was of opinion it could not injure the shipping even if the sand over it were washed, inasmuch as it is so close to the wharf vessels are not supposed to anchor there.

On the recommendation of the Lifting Barge Committee it was agreed to order the barge on the Fly Bank in order to remove