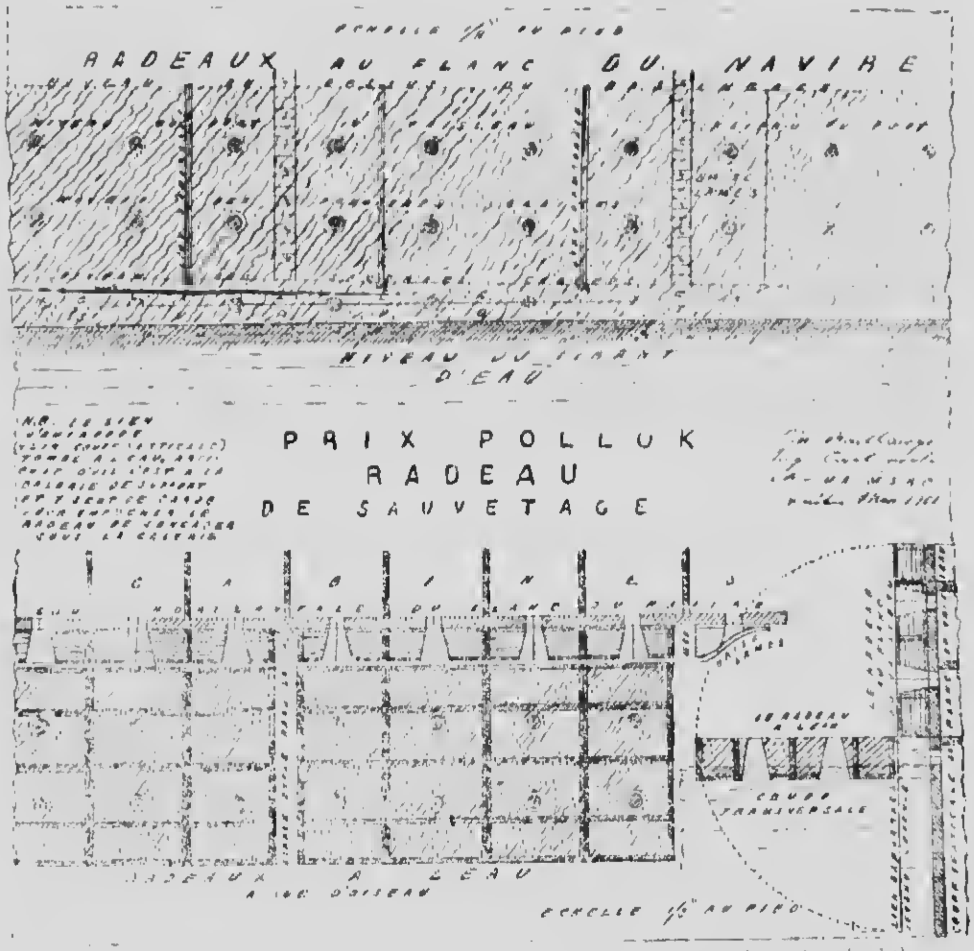

With regard to case No. 2 M. Baillairgé thinks he has already satisfactorily solved the problem or shown how it can be done some 3 years ago or in 1898 in his articles published in the "*Canadian Architect and Builder*" or in the "*Canadian Engineer*" and other papers of the period. This was after the foundering of the battleship *Victoria* with over 400 souls on board, when struck by the ram of the *Camperdown* during the great naval review of England on the occasion of the visit of the emperor William of Germany to that country some 4 or 5 years ago.

It will be remembered that the *Victoria* due to the weight of water accumulated on one and the same side of the vessel to which it was confined by the longitudinal bulk head caused the ship to keel over so that the vessel's ports dipped below the sea, when the water entered in increasing quantities causing the ship to roll over onto its beam ends and finally upset and go to the bottom.

The French liner *Bourgogne* went over with some 200 souls due to the same cause, to wit, its longitudinal bulk head causing the inflowing water to pile up on one side of the vessel thus causing it to lean and turn over.

This longitudinal bulk head is of course a most pertinent and necessary feature against rocking by protecting the fires from extinction on both sides of a vessel simultaneously and thus allowing it to proceed at half speed when the fires on one side have been put out by an inrush of water, but some means should have been and can easily be devised, by a system of pipes and stop gates to allow of the water getting access to the adjoining transverse compartments of the vessel fore or aft of the engines and boilers or both; and this is what M. Baillairgé has advocated thus in reality solving problem No. 2 by causing the vessel in the way proposed to maintain its centre of gravity, its upright position in the water, while of course settling down a little as due to the weight of water in the invaded compartments.

The solution may appear to be so simple as to be unworthy of any special recognition