

## RESCUE FROM LAWS OF DEATH

TWENTY-EIGHT SAVED  
IN TERRIBLE SEA

Gallant Conduct of Volturino's  
Crew in Boarding Distressed  
Vessel.

One of the most thrilling rescues at sea ever recorded is described in many details from Halifax, Nova Scotia, by the captain of the Volturino, the pioneer of the New York and Continental line, which is to run between Halifax and Hamburg, bringing from eight to ten thousand passengers during a heavy storm.

The Volturino left Rotterdam March 21st, and experienced heavy westerly gales all the passage. On the afternoon of March 27th, in lat. 47° 40' N., long. 20° 50' W., at 6.15, the fourth officer reported sighting a vessel in distress and all eyes were soon turned in her direction. The Volturino was then with two broken masts could be seen. Captain Harrison, by skillful manoeuvring, got the Volturino close to the schooner and attempted to communicate with those on board, but the sea was running mountains high and the wind blowing a gale, so that no communication could be had. With the terrible sea running, launching a boat was almost impossible, but Captain Harrison decided to stand by the distressed vessel until the next day, in the hope the weather would moderate.

All night the two lights on the schooner were anxiously watched appearing and disappearing as the vessel rose and fell, and the steamer was kept as close as possible. At daybreak the Volturino was manoeuvred so as to make the rescue possible, but the gale had if anything increased, and the attempt had to be deferred. In the meantime it became evident that there was a number of people on the small craft, and the 25th Captain Harrison decided to make an attempt in the face of the dangerous situation, and the lifeboat in charge of Chief Officer McIntosh, with a crew of volunteers, all the seamen on board, were carefully launched by willing hands.

The crew were fitted with life belts, and in lowering the boat great care had to be exercised so that it would not be overturned. The Volturino was expertly manoeuvred so that the lifeboat in its trip would get the benefit of quantities of oil poured out to calm the sea. The little craft, with its gallant crew, got clear of the steamer's side, and a cheer broke out from the anxious watchers on the steamer's deck.

There was a breath of relief from those on the steamer's deck as they saw the schooner was finally boarded. Captain Harrison in the meantime manoeuvred the Volturino so that the returning lifeboat would not have head wind and sea to contend with, and the lifeboat, with the number of occupants greatly increased, was seen to shove off from the steamer's side and head for the steamer. Time and again it looked as though the little craft must be swamped and another-aid by the huge seas, but watermen and shipmen alike carried them through. The men could not get on board the steamer by ordinary methods, so heavily was she pitched and tossed by the sea, and as the crowd on deck cheered the boat's arrival the side, deckhands threw lines, and of those in the boat, who were thus hoisted on board. While this was being done the boat was dashed against the ship's side and so badly smashed as to be rendered useless.

Chief Officer McIntosh reported the distressed vessel to the pilot of the fishing schooner Champagne, of and from St. Malo, with a crew of twenty-eight all told, fourteen of whom had been rescued. The schooner left St. Malo on March 18th.

There was still fourteen lives to save, and Captain Harrison was bound to save them, in which feeling his officers and crew were with him to a man. Darkness was by this time falling, and the conditions did not justify another immediate attempt to rescue. So it was decided to stand by the schooner for another night. The gale abated none and during the night an anxious watch for the two lights kept up the previous night was repeated.

At 7 p. m. the next morning, March 28th, Captain Harrison decided on another attempt and the Chief Officer and his plucky crew were ready to make it notwithstanding the heavy seas. Another boat was carefully lowered and manned and the perilous trip to the schooner. The trip was a difficult one, but eventually by clever steering against a heavy sea the craft got alongside and the men hauled on board, the rescue of twenty-eight men, then being completed with the loss only of a lifeboat.

The Volturino is commanded by Captain Harrison, who was well known here in the Allan service. He was on the Grecoian and subsequently on the Pomeranian. For two years he has been running on another route, but is now back in Halifax. For the third time his command has participated in a rescue at sea, and this trip the Volturino saved twenty-eight French fishermen when death seemed staring them in the face. Captain Harrison now possesses a pair of marine glasses presented to him by the Newfoundland government for a rescue some years ago, and he has also an award from the Shipwreck and Humane Society of Liverpool for his rescue.

## CAPILANO VALLEY TRAM LINE.

North Vancouver, April 14.—There would appear to be an excellent commercial probability of the building of a tram line either along the Capilano valley or up Lynn Creek, and possibly both, in the near future.

An application was made to the B. C. Electric L. & Company last week by owners of timber in the Capilano valley for a tram line, in consequence of which a survey was made by the company. The scheme has since lain in abeyance, but recently has revived with good probabilities of success.

Now the owners of timber on Lynn Creek have approached the company with a proposition for a logging railway, with the result that a party of surveyors has been placed in the field with instructions to run a line of survey up the distance of six miles in order to arrive at an estimate of the expenditure involved.

## SPRING ACTIVITY AT COWICHAN STATION

Number of New Houses Being  
Erected—Spraying of Fruit  
Trees.

(Special Correspondence.)

Cowichan Station, April 13.—The month of March was wet and cold and blustery, but the present month has been much milder weather, and the ranchers are busy getting in their crops. Things are beginning to move a little in the real estate business after a quiet winter, and many a new house has been put up near Cowichan station lately.

G. H. A. Mowbray built a nice cottage on a commanding site on the banks of the Koksilah. Mr. E. H. Brown has purchased from E. F. Miller, and has moved his family from Crofton. The Messrs. Pannell are putting up a house on their ranch. Mr. Wallick who purchased a piece of land near the bay, having it slashed and intends to put up a residence in the near future.

Spraying Fruit Trees.

The inspection of fruit trees in this district was rather a farce. The inspector came round in February and recommended that the ranchers to spray their trees with a mixture of lime, sulphur and salt. He also strongly advised the use of a certain make of spray pump. Then he handed to the owners of the orchards a paper which stated that if the instructions of the inspector were not carried out within forty days they, the ranchers, would be "come down upon" by the "law." Most of the ranchers have not done so, but Mr. Inspector never came back to see if his instructions had been carried out.

Hotel Changes Hands.

The Cowichan Bay hotel has been sold to Mr. J. L. Brown, who comes from the East, and who has had considerable experience in the hotel business.

To Exploit Ranch.

The Knicker Bros. have purchased a ranch on the Koksilah from W. P. James of Duncan. They have purchased horses and implements and are ready to start their spring work.

C. P. R. Raises Rate.

The ranchers in this district have been in the habit of shipping their cream to the Duncan creamery by rail, and the C. P. R. has been giving them ten cent tickets for five gallon cans, but this evidently is not enough for the C. P. R., and now those who send cream have to "dig" up fifteen cents every time, or they won't have their cream taken aboard. The farmers used to "kick" about the way they were used by the E. & N. Co., but they have a good deal more reason to "kick" now since the C. P. R. got control of the line.

## DOINGS AT UNION BAY.

Union Bay, April 12.—The Australian liner Marara arrived early this morning for coal.

Steamers Shela and Wellington are waiting orders.

A very successful dance was held in Humphrey's hall, Union Bay, on April 10th, given by Captain Ogilvie of the steamer Shela. Many people attended and spent a most enjoyable evening.

## BY-LAW REGULATES DUNCAN TRAFFIC

Measure Passed by Council  
Has Many Interesting  
Features.

Duncan, April 13.—At the last meeting of the municipal council a by-law regarding the traffic on streets and roads was passed. Among its provisions were:

No person shall permit his horse or vehicle to stand upon any street longer than is absolutely necessary to transact his business with the person opposite whose premises the same shall stand.

It shall be unlawful to push any hand or wheelbarrow on or across any sidewalk in the district.

No person shall be allowed to cut a street or public sidewalk shall open outwards over such street or sidewalk. Unless special permission is given by the council, no person shall set fire to any fireworks or light, set off, or throw any firecracker, a squib, serpent, or other noisy, offensive or dangerous substance. No person shall without the consent of the council, discharge any common gun, revolver, pistol or fowling piece or any firearms within the limits of any townsite in the municipality.

The by-law provides against making boundary fences of barbed wire; regulates the height of awnings, forbids the depositing of rubbish in vacant places in the municipality; forbids the use of bows and arrows, catapults, snowballs or other missiles within the limits of any townsite.

The by-law against riding on sidewalks will be enforced.

## DRY DOCK PROVES INSUFFICIENT

TO ACCOMMODATE SHIPS  
NEEDING REPAIRS

None of the Larger Liners Can  
Overhaul at Esquimalt.

During the twelve months ending on March 31st the dry dock at Esquimalt was used by 21 vessels which occupied it for 185 days altogether, and furnished a total revenue of \$23,760.29, against \$19,837 last year. The popularity of Esquimalt as a hospital for injured craft was never more plainly evidenced than during the year concluded on the above date as the large number of vessels which received attention at the dock would have been greatly augmented had the dry dock admitted of larger stowage space being accommodated.

In one week during this winter two applications were received by the dock officials for the dock, but in each case it was found that the vessel, on behalf of which the application was made, could not be taken into the dock. The dock is 481 feet, greatest length, and the two vessels were the Lyra and the Chargeurs-Reunis steamship Ceylan, which are both the length of the dock between perpendiculars.

Owing to the smallness of the dock the French line finds it impossible to obtain accommodation for the new 10,000 ton liners which it is now sending on a regular schedule across the Pacific to this port, and a large amount of profitable business is therefore taken away from Esquimalt. The trend of modern ship building is toward large vessels, and the dock which has served so admirably during its career is now fast becoming woefully inadequate.

The building of a larger dock to take all vessels which the present one cannot, or the enlargement of the present dock to meet all requirements, are two questions that are likely to be taken up in the immediate future.

## HALF-WAY HOTEL GUTTED.

Pioneer House in Nanaimo District Is  
Destroyed by Fire.

Nanaimo, April 14.—The Half-Way hotel, James Parrot, proprietor, one of the pioneer houses in this section, half way between Wellington and Nanaimo, was totally destroyed by fire this morning. The loss is about \$5,000. The origin of the fire is unknown. The building was insured.

## CREW FROM DISABLED STEAMER MAKE PORT

Abandoned Sonora Derelict  
Off Yucatan Coast With  
Cargo of Cattle.

Yucatan, Mex., April 15.—The first engineer and the crew of the disabled steamer Sonora, which has been drifting helplessly in the gulf for a week, arrived in this city yesterday in an open boat. They travelled 250 miles at the mercy of the winds and currents of the gulf. They left the steamer on Sunday at daybreak in an open boat and drifted for three days before they were rescued. Vessels have been sent out to locate the missing steamer. She has a cargo of cattle.

## FARMERS' INSTITUTE.

Interesting Meeting Held at Colquitz  
Hall.

A meeting of the Victoria District Farmers' Institute was held last Saturday evening at Colquitz hall.

Rev. E. G. Taylor of Nanaimo gave a very interesting address on insect life, illustrated with lantern views.

Mr. Corbett of Colquitz also gave a talk on co-operation, which was of much interest to the farmers and fruit-growers. The speaker pointed out that co-operation among the farmers and fruit-growers will be the means of materially assisting them in the disposition of their products and increasing their profits.

## SINKS IN COLLISION.

Crew of Doomed Steamer Galathea  
Set Off Trieste.

Trieste, Austria Hungary, April 15.—The Austrian Lloyd steamer Galathea, outward bound from here, collided bow on yesterday with the Holstenboen about 70 miles from Trieste. She was badly broken below the water line and sank. The crew were saved.

## EVERETT G. GRIGGS SAFE.

Local Vessel Arrives Safe at New-  
castle After a Lengthy Voyage.

The overdue Victoria six-masted barkentine Everett G. Griggs, which left Antofagasta for Newcastle, N. S. W., on December 22nd, has reached her destination.

On the day of her arrival the underwriters had raised the rate for insurance on the Griggs, which is the only vessel of her class in the world, to 35 per cent. She will load coal at Newcastle for San Francisco.

## BIRD SAVED BY LIFEBOAT.

Liverpool, April 11.—While the Low-estoft lifeboat was on a practice trip about two miles out at sea, a startling new bird was seen. The bird was exhausted and nearly frozen, but one of the crew warmed it by holding it in his hands and liberated it when the shore was reached.

## VANCOUVER HOUSE GUTTED.

Vancouver, April 14.—Fire almost totally destroyed a house on Bridge street, near Fourth and Tenth avenues, at 3 o'clock this morning. It was the property of A. Ward, and was a new building, having been completed only a few days ago. Mr. Ward lived in the next house. He was awakened by the glare of the flames on his bedroom window. The alarm was sent in and the brigade made a record run. Before the flames could be checked the building was nearly a total wreck. The loss will reach \$1,300.

## ANTIOCHUS OUTWARD.

Holt Liner Left To-day for Liverpool  
With a Fairly Large Cargo.

(From Wednesday's Daily.)

Bound for Liverpool Via Oriental ports, the Holt liner Antiochus touched here on her way from the Sound this morning and took on a few packages of freight, leaving at 10 o'clock. The Antiochus was not fitted with freight but carried a fairly large amount of mail collected at Victoria, Vancouver and Sound ports.

## ALBERNI DISCUSSES WATER QUESTION

Island Town Wants Permanent  
System—Movements in  
Neighborhood.

(Special Correspondence.)

Alberni, April 13.—The first monthly meeting of the board of trade took place on the 6th inst. at the hall, New Alberni. There was a good attendance. The report of the committee appointed to draft a constitution was read, and adopted with a few minor changes. The question of high freight rates and wharfage charges was introduced by C. F. Bishop, a temperate speech, receiving general endorsement from the present. After discussion a committee consisting of C. F. Bishop, J. R. Motion and D. Riddell was appointed to report on the subject and to report to a future meeting of the board.

A public meeting was held in the court house on the 7th inst. to consider the water supply for the town. This morning pending the elaboration of a more extensive and permanent system. The chair was taken by Dr. D. Morgan. After a full and useful discussion of the whole subject it was decided to meet with Mr. A. Ward and ascertain on what terms an extension of his present small water system could be arranged with him for the present summer, a small supply would suffice if immediately available, while by another year the status, financially and numerically considered, would be so much more defined as to enable plans to be made for a permanent water system.

## SUES FOR COMPENSATION.

His Honor Judge Harrison held a sitting of the county court on the 8th inst. Only one suit was entered for trial. This was by the instances of Maroon & Co. for \$25 commission on the sale of certain lands for the defendant, J. Sampson of Nanaimo. Evidence was led and ultimately the plaintiff secured judgment with costs.

## IN THE POLICE COURT.

In the police court on the same date before S. M. Neill, M. A. Ward, proprietor of the Arlington hotel, was charged with an infraction of the liquor traffic regulation act in allowing gambling on the premises of the hotel. Accused pleaded responsibility, but after hearing a number of witnesses the charge was found proven and a fine of \$20 imposed.

A man who had come into town from out of the right way, was charged with the use of the usual amount for being drunk and disorderly.

## HOTEL FOR TOURISTS.

Notice is given of the intention of A. E. Waterhouse one month from date to apply to the superintendent of provincial police for a liquor license for the New Alberni hotel. This is the hand some four-story building now drawing near to completion at New Alberni, which will form the largest and best equipped hotel on the West coast outside of Victoria, and will shortly be in a position to cater to the very best tourist trade.

## Mail Service.

Last week two more teams were brought in for W. Skillings, the contractor, and are expected shortly. This outfit has two teams at work and E. Dever, the mail carrier, has difficulty in taking on all the work of carrying. Should he secure the contract, tenders for which lately closed, for carrying the mail on a tri-weekly schedule between here and Nanaimo. Mr. Skillings will at once bring in a number of roadster teams.

## Personal Movements.

H. R. Rayson, government agent, left on Saturday for his former home at Ashcroft, where he will wind up some private matters before leaving permanently at Alberni. During his absence the office will be under the charge of Assessor S. McE. Smith, who arrived on Friday for the purpose.

Mrs. J. P. Blewett and family will move shortly from Vancouver to Alberni, having rented a cottage on the Creamery road.

John Lewis of Nanaimo, returned to Alberni last week and may remain here most of the summer.

## Serious Accident.

T. McEay, operator at Cameron Lake, met with a serious accident on the 6th inst., cutting an artery in his leg while chopping a tree. Dr. Morgan was promptly called and saved the man's life. Mr. McEay was so far recovered as to be able to drive into town for further advice on Sunday last.

## VICAR ASCENDS A SPIRE.

London, April 11.—The Rev. S. F. Skyles, vicar of St. Matthew's Holbeck, Leeds, ascended the spire of the parish church on Thursday and inspected the new weather vane.

## IYO MARU MADE FAST PASSAGE

JAP LINER ARRIVES  
WELL AHEAD OF TIME

Capt. Thompson and First Officer  
McKinnon Remain  
in Japan.

Completing the smartest trip she has yet made on the run between Yokohama and Victoria the Nippon Yusen Kaisha liner Iyo Maru reached the wharf before noon to-day and will leave to-night for the Sound.

The trip was made over twenty-four hours ahead of time, fine weather being experienced all the way across. For this port the Japanese steamship had 230 tons of cargo out of a total of 3,400. Nine European steerage passengers, 18 Chinese, 2 Hindus and 33 Japanese landed here. For Seattle, Tacoma, Portland and San Francisco the Iyo Maru carried 200 tons of cargo. The ship arrived at 10 o'clock and 7 Chinese out of those landing here.

Among the saloon passengers were F. T. Hall, J. M. Johnson and E. P. Simpson, who are proceeding to Seattle. Mr. Hall is an English electrical engineer, who has spent a year in Hongkong on the British section of the Hankow and Canton railroad. The road is to be 100 miles long, and Mr. Hall, who has completed his engagement, says that the British section, 25 miles in length, will be completed within two years.

The remainder of the road is being rapidly constructed by the Chinese government under the supervision of English consulting engineers.

Mr. Johnson is the Oriental agent for the National Cash Register Company, having spent two years in China and Japan for that concern. He is revisiting the States on a combined business and pleasure trip. Mr. Simpson is an Australian lawyer, who is taking a trip around the world.

Capt. Thompson, well-known locally, who was formerly in command of the Iyo Maru, left the liner at Yokohama, having resigned his position as captain of the Nippon Yusen Kaisha. He is replaced by a Japanese captain, S. Ishikawa, who is well-known among the N. Y. K. commanders. The first officer of the Iyo Maru is LeFranc, who was formerly first officer of the Iyo Maru, who is well-known among the N. Y. K. commanders.

After discharging local freight the Iyo Maru will sail this evening for Seattle.

## WHERE SIR WILFRID WILL SPEAK IN B. C.

Premier to Visit Seven Points  
—Duncan Ross in Grand  
Forks.

(Special Correspondence.)

Grand Forks, April 15.—Duncan Ross, M. P. for Yale-Cariboo, who arrived in the city yesterday, held a reception last evening at the Yale hotel for the Liberals of Grand Forks and vicinity.

After discussing political matters generally, Mr. Ross dealt with local matters, among which was the question of the new post office for Grand Forks. In this connection he stated that the request of the local Liberal Association had been received too late to have the matter placed in the general estimates. He had, however, talked the matter over with the Minister of Public Works and was personally satisfied that the appropriation would yet appear in the supplementary estimates.

On the strength of this he advised the local Liberal Association to select a suitable site for the building of the public building, as the money would not be available till such selection was made.

## IN SPEAKING OF SIR WILFRID'S PROPOSED VISIT TO BRITISH COLUMBIA THIS SUMMER THE MEMBER FOR YALE-CARIBOO STATED THAT AS MATTERS ARE NOW ARRANGED THE PREMIER WILL SPEAK AT SEVERAL PLACES IN THE PROVINCE—VANCOUVER, VICTORIA, NEW WESTMINSTER, NANAIMO, KAMLOOPS, NELSON, CROFTON AND THAT POSSIBLY GRAND FORKS MIGHT BE ADDED TO THIS LIST. MR. ROSS CONCLUDED HIS REMARKS BY STATING THAT THE PRESENT SESSION MIGHT CONTINUE TILL WELL INTO JUNE.

## SUICIDE OF A BARON.

Fear of Russian Police Evidently  
Prompted the Act.

Vienna, April 11.—The suicide in mysterious circumstances is reported from Lemberg of Baron Friedrich Ehrenberg, who arrived there last night from Kieff, and threw himself out of a third-story window at 2 o'clock in the morning.

Baron Ehrenberg was a bachelor, 50 years old, and lived in Vienna. He was the last representative of the Catholic branch of an ancient family dating back to the fifteenth century.

He left a letter running: "I swear by heaven I am innocent and unconscious victim of the Russian Privates (police commissioners). I did not know before I heard it from Burley."

The remainder of the letter is blotted with tears.

He also left a key to cipher notes, according to which he had occupied a high official position.

## MARITIME WARFARE.

Berlin, April 15.—It is reported that the great powers as a sequel to the discussions at the Hague peace conference, are arranging an international conference for the discussion of laws governing maritime warfare, to meet in the autumn. No confirmation of this report can be obtained in official quarters.

## EXPLOITING BERTHA PROPERTY.

(Special Correspondence.)

Grand Forks, April 13.—From Ban-nock City, some word has been received that a great deal of work has been successfully installed at the Bertha property and that sinking to the two hundred-foot level has already been started. The erection of a ten-stamp mill will be next undertaken.

## COLICHAUS GALORE.

New Westminster, April 15.—The run of colichans in the river this year is one of the heaviest on record, one boat bringing in over a thousand pounds after being out only a few hours.

## WEAKENING MOVE IN SHAKE MARKET

Quick Recovery in Consoli-  
dated Company's Stock—  
Other Quotations.

Rossland, April 14.—The share market is a little weaker than it was last week, but the alteration in the price of the standards has been small. With the advent of warm weather, and the increase in business which usually accompanies it, there should result an advance in prices and a larger volume of business. Mining conditions are improving, and one of the most notable features is an increased activity in both old and new properties, which reveals that there is a revival of considerable magnitude in the industry. Activity in the mining share market is always an accompaniment of a revival of this character. Brokers, therefore, say that they expect a very active market during the larger portion of the remainder of the year. Should the price of metals keep on advancing the volume of business should be of more than ordinary magnitude.

Consolidated Company shares, owing to a considerable block of its stock, the property of an estate, being thrown upon the market, and the general dullness caused by the money stringency, sold as low as \$55 about the middle of last month. Since then, however, the shares have been taken as they were offered. Owing to the excellent reports coming from the several mines of the company, all of which are making a profit, the shares have lately advanced to \$80 asked and \$75 bid, and there is every prospect of its going to par in the near future. A number of sales have been made at \$75.

There is no change in the quotation of the Le Roi, the price remaining the same as it was last week. Good reports continue to come from the Le Roi, and the present quotation should not remain long as low as it is.

The Le Roi No. 2 is unchanged and is still quoted at \$1.50 bid, at which figure it is a tempting buy.

Alberta Coal & Coke is a little stronger, and yesterday it was quoted at \$10 asked and \$7 bid, and there is every prospect of its going to par in the near future. A number of sales have been made at \$75.

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## INQUIRING FOR LOTS.

Outlook is Good For the Coming Season  
in the City.

There is an improvement in the amount of travel to this city already, and the season is early yet. Large numbers of people are rushing to the prairies and that will now enable those who wished to come here to sell their properties before leaving. Hundreds were only waiting for the opportunity, and now that it has come they will be here in short order.

The agents in this city, whose names are legion, report that there is more inquiry than formerly. While there is still a little reluctance in closing up deals, yet there is something about the outlook that is leading the buyers to the more legitimate kind, not speculation.

Building is still going merrily on. In every direction houses are going up. The issue of permits is increasing steadily, and that shows nothing but the work which is being done outside of the city. There is a steady demand for lots on which to build. Some of these are going for cash, while others are being paid for on the installment plan. Many more names are now being made on easy terms than a year ago, but that is, if anything, a good sign. It tends a permanency to the deal, as the persons who are buying are many of them wage-earners in the city.

## ROYAL CITY WANTS OCEAN-GOING DREDGE

Fraser River Improvement  
Plans May Necessitate  
New Vessel.

New Westminster, April 13.—Now that the mammoth improvement to the Fraser river recommended by Engineer J. Francis Le Baron has been approved by the cabinet, and is therefore practically a certainty, the rivermen are commencing to discuss the methods of work, and particularly the manner of dredging that is to be used. It is pointed out that the King Edward would be to all intents useless in the heavy swells that might be encountered at the river mouth, and the new dredge would be little better.

As a matter of fact, this question is one of those being placed before the federal authorities by District Engineer A. Keefe, who is now at Ottawa. Mr. Keefe's proposition is to build a dredge of the type used for the construction of the Panama canal. These vessels are built on the lines of an ocean-going steamer, and are intended to withstand all kinds of weather. They are driven by powerful propellers instead of the stern wheels used in the present dredges, and store the material which they run on scoops. When the scoops are loaded the