

The screen of one of the smaller dredges is 35 ft. long by 5 ft. in diameter. That of a modern dredge is almost twice this size.

The method of manœuvring the dredge differs in the newer types, which have two great steel spikes at the stern known as "spuds." These are over 100 ft. in length and are driven into the pond-bed alternately to provide a pivot on which the dredge swings in a 300 ft. arc.

Bowlines attached to anchors ashore are used to pull the dredge around on this pivot. The old-type dredges used head and stern lines as well as bowlines to manœuvre because they take a straight cut. The tailings can be directed down to the spud, instead of up to the elevator, to provide firm ground to hold the spud. Huge double springs press against the spud to take the kick while the dredge is working.

Up in the control room, where the winch-man controls the dredge, the

scene is similar to that of a signal-box with huge levers controlling the winches set in the floor. A clock shows the depth at which the dredge is working, while an automatic recorder shows both depth and time on a rotary graph.

The noise of a large dredge is terrific. The ring of boulders on steel, the wail and groan of the buckets, the creaking of the structure as the dredge works, can be heard a mile away.

Yet from these masses of boulders torn up from the depths of the earth comes sufficient gold to make dredging a payable concern. Gold that the old diggers would have scorned as requiring labour out of all proportion to the return is dug out regularly to the tune of 800 oz. a month. Admittedly, many yards of waste spoil are handled, but dredging pays well at a return of 6d. a cubic yard. The old-timer would have laughed at such a revenue. Companies with capital of several hundred thousand pounds pay dividends on it.



## WAR MATERIAL FROM SCRAP

The United States Navy's programme for recovering and reconditioning material from war's scrap-heap has resulted in 25,000 tons being converted to usable condition and another 25,000 tons being shipped back to the United States for reclamation from the South Pacific area. The value of the scrap retrieved from this one theatre is over \$1,000,000, the Navy announces.

Material Recovery Units, operating from fourteen overseas bases, move in as soon as a battle is over. Usable material is repaired and cleaned in the field; the rest is returned to the United States for remelting or reclamation.

Results obtained in the South Pacific are typical of the success with which the programme has operated on other fronts. At Oran the crews recovered \$50,000 worth of Diesel-engine parts, and at Palermo 20,000 tons of steel plates for ship-building. At one African landing-point, fifteen damaged invasion craft, almost covered by sand, were spotted by a crew member. They were dug out and several tons of usable parts and equipment salvaged. Twenty heavy-duty trucks, in various stages of demolition, were recovered from one gravel-pit.