

The Tidal Survey Branch of the Department of Marine and Fisheries of the Dominion of Canada has issued the Tidal Tables for Halifax, Quebec and St. John, N.B., for the year 1899, with tidal differences for the Atlantic coast of Nova Scotia, and for the St. Lawrence River, from Three Rivers to Gaspé. The tables are reprinted from Greenwood's Nautical Almanac and Tide Tables for 1899.

The eleventh edition of Lovell's Business Directory of Montreal has been prepared with the care and completeness which characterizes the works of reference issued by this well known firm. The present edition comprises a classified business directory with a general index to the classification, a guide to the streets of the city, and a large body of miscellaneous information, including the customs tariff.

The Year Book of Canada for 1897 has been issued from the Department of Agriculture, Ottawa, and contains the usual mass of statistics relating to every department of trade, commerce, finance, etc., of the Dominion. The compiler, Geo. Johnson, F.R.S.S., now ranks among the highest statistical authorities of the British Empire, and the present volume sustains his well-earned reputation.

The "Practical Engineer" Pocket Book, 1899, is a neat, strongly bound volume of convenient size; leather with gilt edges. There are over 400 pages of valuable matter clearly expressed and brought into small compass. There is a combined memorandum book and calendar included in the volume which is a most convenient feature. The "Practical Engineer" Pocket Book, the Technical Publishing Co., Ltd., Manchester, England.

We have received "Sewerage and Sewage Disposal," by Henry Robinson, M. Inst. C.E., Fellow of Kings' College, London; Professor of Civil Engineering, King's College, London, etc., etc., which is a very substantial volume of about 200 pages, published by E. & F. N. Spon, 125 Strand, London. The tabulated statistics are very valuable and comprehensive. The American trap system is unsparingly condemned on page 16. Though the American system is not explicitly mentioned; the advocacy of the free ventilation system described in The Canadian Engineer is very strong.

It was in the year 1847 that the first issue of the Canadian Almanac was published, and every year since it has made its appearance. Among the contents of the book which are especially valuable are: The Customs Tariff, Postoffice Guide, and Directories of various persons and officials, all of which are brought up to date, while the articles on the British Army and Navy and Forms of Government throughout the world are interesting and reliable. A feature that appeals particularly to all who are interested in the current history of the world is the Historical Diary, which is carefully prepared each year, and gives an excellent resume of the year's history. The publishers are to be congratulated upon the appearance of the 52nd issue of the Canadian Almanac. Price, 25 cents. The Copp. Clark Co., Limited, Toronto.

"Steam Navigation and its Relation to the Commerce of Canada and the United States," is the title of a very interesting volume by James Croil, of Montreal, published by William Briggs, Toronto, and produced with the usual typographical excellence of books issued by the Methodist Book Room. Mr. Croil is already known by his "Dundas; a Sketch of Canadian History," published a good many years ago, and now out of print. The present volume is the result of much painstaking labor, and traces the history of steam navigation from the beginning down to the past year or two. Most of our readers already know that the first vessel to cross the Atlantic entirely by steam was one of Canadian design and workmanship, namely, the Royal William. This vessel, by the way, was not only the first commercial steamship, but became the first steam man-of-war, as after being for some years in the Anglo-American trade, she was sold to the Spanish Government, and then to the Portuguese Government, who had her converted into a gun boat, propelled by steam. The author gives a very full account of the Royal William, whose achievements were considered worthy of the following tablet in the Canadian House of Commons: "In honor of the men by whose enterprize, cour-

age and skill, the Royal William, the first vessel to cross the Atlantic by steam power, was wholly constructed in Canada, and navigated to England in 1833." Mr. Croil refers to the fact that the Molsons, who were prominent in the first development of steam navigation on the St. Lawrence, failed to get a monopoly of steam traffic in Lower Canada as Fulton had done in New York. It may be interesting here to recall the fact, not generally known, that Louis Papineau, the agitator, was among those who voted for this monopoly. The record of navigation on the Upper Lakes is rather deficient, but when allowance is made for this, the work is a most valuable history of steam navigation in Canada, while a good deal of general historical matter on the development of steam navigation throughout the world is brought under the reader's view. The volume contains 381 pages and about 100 illustrations.

The Rev. Chas. M. Sheldon's books, now so universally read, make it plain that that writer's hopes of the regeneration of the world lie in getting individuals more and more to do their daily tasks on Christian principles no matter what the sacrifice involved. In the best known of his books, "In His Steps," he clearly looks to the newspaper, carried on upon Christian principles, as largely the hope of the "coming kingdom." In looking about him for a newspaper upon his model, he seems to have hit on The Montreal Witness, to which he has addressed a letter, part of which we quote: "I have read The Witness with much interest. I cannot say that I know of any other daily paper in the United States that is conducted on such high Christian principles. I wish I did, for if ever we needed such a paper in our country we need it now. Let me express to you my appreciation of the Christian heroism and consideration which make a paper like The Witness a possibility. I have always believed it possible for a Christian daily to succeed. You have proved that it can. So much of the ideal newspaper in 'In His Steps,' is therefore real. I pray that you may continue to be blessed in your work. I do not know a more glorious opportunity for building up the kingdom on earth than by means of Christian journalism. I take the greatest pleasure in sending the copies of The Witness to newspaper friends of mine for their inspection. Charles M. Sheldon."

—Of nails, the imports into Japan from the United States increased from 3,260,858 katties in the first half of last year, to 7,494,197 katties in the first half of the present year—the katty being about 1.3 pounds; the total importations of nails had fallen meanwhile from 10,394,717 katties in the first half of last year to 8,754,035 in the first half of the present year.

METAL IMPORTS FROM GREAT BRITAIN.

The following are the sterling values of the imports of interest to the metal trades from Great Britain during October and the ten months ending October, 1897, 1898:—

	Month of October.		Ten months ending October.	
	1897.	1898.	1897.	1898.
Hardware	£7,921	£2,039	£58,593	£22,042
Cutlery	5,163	..	45,414
Pig iron	1,187	1,474	6,435	9,879
Bar, etc.	306	1,856	7,878	10,156
Railroad	6,885	..	45,778	25,154
Hoops, sheets, etc.	15,307	7,571	71,261	52,382
Galvanized sheets	13,439	11,034	49,986	55,286
Tin plates.....	30,122	19,843	162,971	123,882
Cast, wrought, etc., iron	2,932	4,196	28,889	28,653
Old (for re-manufacture)	1,292	..	6,483	3,574
Steel	6,440	3,696	47,501	43,430
Lead	4,888	7,360	23,950	32,025
Tin, unwrought	1,169	1,727	14,987	15,407
Alkali	8,767	10,440	34,849	42,475
Cement	2,880	5,835	18,491	23,762

—The Knowles, Ham & Nott Company are about to make extensive additions to their spring bed factory, Brantford, Ont., and the Brantford Starch Company are now putting another storey to their building in order to meet the increasing demands of their business.