

period, when the west of Canada was the scene of mighty movements of nature—of just what kind it has not yet been agreed upon. British Columbia has mineral deposits of almost every kind, and in the light which they will throw upon the natural conditions of the mining industry, such investigations are of great industrial as well as scientific value.

New Monsters of the Deep

THESE are evidently the days of big ships. In all the various phases of the transportation problem the world over, no more progressive development has been made than in the matter of shipbuilding. Since a very great proportion of the world's freight goes by water this development is both natural and timely, and although mere size is not always a sign of merit, some recent achievements in the way of shipbuilding are of striking interest.

Three ships have been launched within a short time, each of which is a record-breaker in its own class. The White Star Line *Cedric* is the largest ship ever built. She is 700 feet long, 75 feet in breadth, and 50 feet deep; her gross tonnage is 21,000 tons, and her rate of speed seventeen knots. The *Cedric* is a passenger steamer, designed for first-class accommodation rather than speed, and is in every respect as much a model of mod-

ern ship architecture as she is a marvel in size.

The North German Lloyd Company has just put into commission a new steamer, which is claimed to be the fastest afloat. The *Kaiser Wilhelm II.* is six feet longer than the *Cedric*, but has considerably less displacement. Her speed of twenty-four knots, together with her splendid appointments, distinguish her among the world's liners. She will carry, when full, 2,500 persons across the Atlantic. The *Cedric* has accommodation for 3,000.

The biggest cargo-carrier ever sent into the water was launched in April. She is the *Minnesota*, built by the Great Northern Steamship Company. While of somewhat less displacement than the *Cedric*, she has greater cargo capacity, carrying 28,000 tons of dead weight, and 2,700 persons. In completeness of electric service and cold-storage plant, the *Minnesota* is said to be the most up-to-date vessel yet designed.

With these three monster ships the limit of size in shipbuilding is claimed to have been reached. Ships of somewhat greater size could no doubt be built, but experts declare that it would not be practicable to run craft of such gigantic proportions. For all practical purposes these are probably large enough, and so far they are the champions.

