

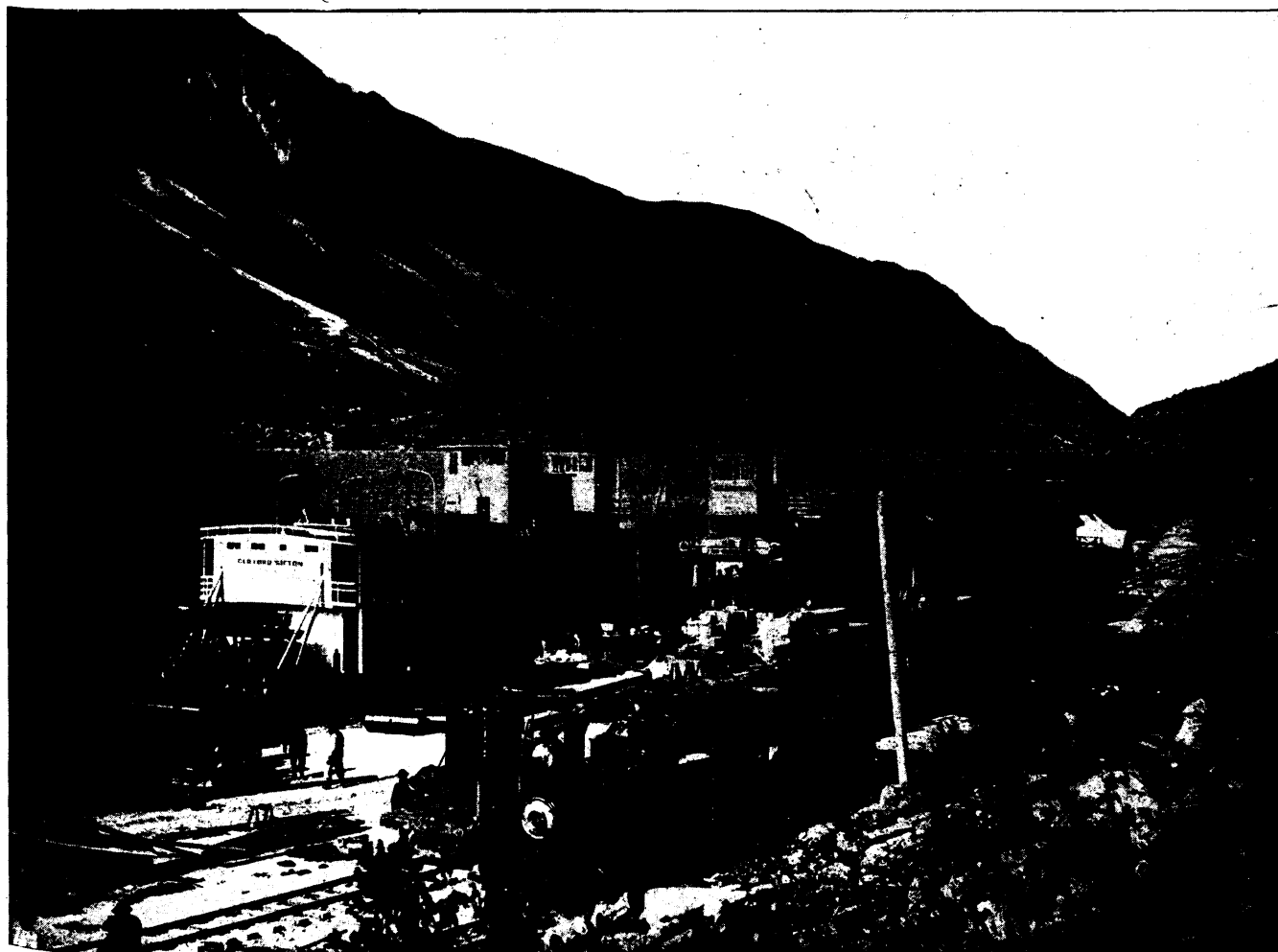
service for a time. She was valued at \$140,000 with cargo and equipment.

A. Piers, General Supt. C.P.R. steamships, on the occasion of his recent visit of inspection to Vancouver, stated that tentative designs for the proposed new Vancouver-Victoria steamer, and the new steamer to replace the Islander, had been submitted by British firms. These vessels would not be completed this year, but if business warranted it, a temporary steamer would be put on the northern route in place of the Islander. On Jan. 11 we were officially informed that there had not been anything definitely decided as to the two steamers.

In view of the inquiries by the Department of Public Works Engineer into the work re-

land, Ohio, and for which the claim is made that it is the only comprehensive dictionary of sea terms that has ever been compiled and issued. An effort has been made to incorporate into the work the meaning of every word which has to do with ships—hull, rigging and machinery. To this end great pains have evidently been taken in sifting practically the nautical history of the world, and from the mass of information thus obtained clear and comprehensive definitions of each word have been written, and, where necessary, illustrations are introduced. There are over 600 engravings illustrating every possible part of ship construction. To that numerous body which have to do with the merchant marine and the navy, with ship construction and with navigation, the book should prove an inval-

there are not the proper terminal facilities, and the St. Lawrence channel between Montreal and the sea has not received sufficient attention. Mr. Tarte says further that in his opinion the improvement of the French river is the most urgent matter before the country. The improvement of the French river, so as to give it a depth of 20 ft. throughout, would at once be followed by the accumulation of 25,000,000 to 30,000,000 bushels of wheat on Lake Nipissing, which would mean that Montreal, Quebec, and St. John, N.B., would receive this additional traffic. It is only a matter of \$4,000,000 at most, a bagatelle of \$125,000 a year for interest. This step having been reached, it will be for the country to consider the deepening of the Ottawa river to Montreal.



STEAMBOAT LANDING AND TERMINUS AT BENNETT, B.C., EN ROUTE TO THE YUKON.

quired to be done on Arrow and Kootenay lakes to improve the navigation there, the Nelson Miner says that the work done on Arrow lake two summers ago was of some benefit, but that what is required to meet the requirements of the trade is the clearing of the sand bar at the entrance to Arrowhead, and the dredging of about 20 miles of channel through shifting sandbars. A depth of 9 ft. was required, and about two months' work a year would keep the channel well open. On Kootenay lake a greater depth of water is required at Kootenay Landing and some other points, and a number of lights are required.

uable work of reference. It contains over 500 pages, is serviceably bound in white duck and lettered in blue, and is altogether a good example of the art of printing and binding.

A marine parasite has been found to be doing serious damage to the instruments placed in the sea for taking tidal observations off the coast of Prince Edward Island, and specimens have been sent to the laboratory of the Fisheries department at Ottawa to determine their nature, and the best means of preventing further damage.

Hon. J. I. Tarte says that while the Dominion Government is moving in the right direction in regard to the solution of the transportation problem, it is moving too slowly. The canal system is not of sufficient depth,

G. B. Hunter, a member of the Newcastle-on-Tyne firm of shipbuilders, which has built so many of the Elder-Dempster liners, in a recent interview at Montreal said, in regard to a proposed Canadian fast line:—"He would not say whether the Imperial Government should subsidize such a line after the fashion of the big boats which could be used as auxiliary cruisers in time of war, but certainly the Federal Government should give a substantial subsidy for carrying the mails. This would not be really a gift; it would be wages paid for service rendered. Without this subsidy, of course, the line would not pay commercially; with it, it might be, in time, self-sustaining. Chiefly, however, we must look to the effect of such a line upon the whole country. Lord Strathcona and other patriotic Canadians knew full well the enormous ad-

Patterson's Illustrated Nautical Encyclopedia is an exceedingly useful book issued by the Marine Review Publishing Co., of Cleve-