

supplies. The dangers of the Miles canyon are no longer experienced. Whitehorse claims no more victims, and there are no more wrecks. All freight is landed at Whitehorse, below both the canyon and the rapids, and it is transported with safety and the utmost velocity to Dawson. This year the White Pass and Yukon Ry. added so many swift steamers to its fleet that it was able to carry 100,000 tons of freight to the Yukon in one month, the same amount which last year was carried the entire season.

The cost of transportation is still exceedingly high, \$125 a ton from Vancouver to Dawson, but the managers of the railway fully realize that these rates must be reduced as soon as possible. While the White Pass and Yukon Ry. and Steamboat Company is doing such effective work on the Lewis and upper Yukon, all the great mercantile companies have combined their fleets into one on the lower Yukon for transportation purposes. The N.A.T. & T. Co., the A.C. Co., A.E. Co., S.Y.T. Co. and the E.T. Co. are one and the same, and their fleets operate from St. Michael, in Bering Sea, to Dawson, while the upper river transportation question has been thoroughly solved. Unfortunately this year the upper river and down river fleets formed a combination to keep up the prices, which has been harmful, especially to the smaller dealers, but in time all this will be rectified.

Deadwater Near Coasts.

The Swedish and Norwegian Vice-Consul at Quebec, E. F. Wurtelle, requests us to publish the following:

Among the Scandinavian, especially the Norwegian sailors, they often speak of a curious phenomenon, which they call "dodvand" (literally translated "deadwater"). It appears near the coasts, especially in the neighborhood of great river-mouths, and most frequently it is sailing vessels in light wind or ships in tow that are exposed to it, but sometimes also steamers. When a ship gets into deadwater, it is nearly helpless; it loses its speed and does not answer the helm. At the same time peculiar changes are to be observed in the surface of the water. An important example of the astonishing effects of the deadwater is given in Dr. Nansen's account of his voyage with the Fram along the coasts of Siberia at the beginning of his polar expedition. In the Taimyr sound the ship three times got into a very strong deadwater. Though the engine worked at full speed, the Fram hardly moved from the spot on account of the deadwater, and "it swept the whole sea along with it." This event has caused a scientific investigation on the phenomenon of the deadwater, which is now nearly finished and will be published in the general account of the scientific results of the Fram expedi-

tion. It is, however, of importance to learn what experience there is of deadwater in different countries, and the undersigned, therefore, appeals to the readers of this paper with a request for information in regard to the following questions: 1. Is the phenomenon known by English sailors and, if so, by what name? 2. At what times of the year does it usually appear, at what places and under what circumstances? Please describe the phenomenon as completely as possible. The undersigned would be especially obliged for any account of particular cases of deadwater which have happened. Please make the descriptions as complete as possible, stating time and place, but do not give any statements except fully reliable ones.

V. W. Ekman, licentiate, Stockholms Högskola, Stockholm, Sweden.

The Customs Department has issued a memorandum, giving a "summary of customs manifesting and coasting regulations." It is issued in its present form temporarily for convenient reference pending a more complete issue of general customs regulations. In addition to the general regulations respecting customs manifests, the memorandum contains the regulations applying to the admission of foreign owned and registered vessels to engage in the coasting trade of Canada. The former book of regulations was issued some years ago and has been amended from time to time, hence the necessity of the publication of a simplified form giving the regulations as amended.

Among the Express Companies.

The Dominion Ex. Co. has opened offices at Hargrave, Crandall, and Wellwood, Man., and Roche Percee, Assa.

W. S. Stout, Vice-President and General Manager of the Dominion Express Co., left Toronto early in Oct., for a trip of inspection to the Pacific coast. He will probably return about the middle of Nov.

The Dominion and Western Ex. companies have reduced their rates for money orders payable in Europe, making them the same as for domestic orders, particulars of which were given in our Sept. issue, pg. 287. These orders will be paid at branch agencies of Parr's Bank (Ltd.), in 56 of the principal towns in England and Wales.

Washington silver is being constantly shipped to China, where it is coined, silver being the chief circulating medium there. Forty thousand ounces, the product of the Monte Cristo Mines, refined by the Seattle Smelting & Refining Co., was recently sent via the Dominion Ex. Co. from Seattle to Vancouver, B.C., where it was placed aboard a C.P.R. Empress liner for transportation to

the Orient. The metal, in the shape of dore, (silver and gold bars) gave a value not only of \$22,000 silver, according to the current price of that metal, but also about \$12,000 in gold.

The Alaska Pacific Ex. Co. has issued the following winter tariff between British Columbia and Puget Sound ports and Dawson, Yukon: Merchandise weighing 200 lbs. or less: \$20 per 100 lbs., with an arbitrary of 50c. per lb. added to cover stage transportation, White Horse to Dawson. Minimum charge \$2.50. Shipments of 50 lbs. and under, graduate under table of charges, given in circular of June 15, 1900, then add

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