No. 83. Oct. 10.—Quebec—St. Pancras coves, position of Comeau shoal.

No. 84. Oct. 11.—Ontario—1. South-east shoal, lightship placed. 2. South-east shoal, gas buoy to be removed. 3. Pelee passage lighthouse, progress of work. 4. Bar point cut, gas buoy to be established. 5. Detroit river, limekiln crossing, water signals.

No. 85. Oct. 12.—New Brunswick—1. Dipper harbor bell buoy. 2. Musquash harbor bell buoy.

The U.S. Hydrographic office has issued the following among others relating to the great lakes:

No. 35. Aug. 31.—Lake Superior—1. Devil's Island light, change in color of tower. 2. North shore, Nepigon bay, position of Blind channel. Lake Huron—3. Georgian bay, Parry Sound entrance, shoal off Black rock beyond. Lake Erie—4. Ashtabula harbor, crib to westward of entrance. 5. Conneaut harbor, breakwater advanced in construction.

No. 36. Sept. 7. Lake Superior—1. Duluth harbor, range lights established. Lake Huron—2. Georgian bay, Thornbury range lights established. 3. South end light vessel replaced on her station. Detroit river—4. Bois Blanc island buoy established. St. Lawrence river—5. Traverse of St. Roch, change in position of Lower Traverse lightship.

No. 37. Sept. 14.—Lake Superior—1. Apostle Islands, shoal reported northward and eastward of Gull island. St. Lawrence river—2. Light established at Ste. Irene, below Quebec.

No. 39. Sept. 28.—St. Mary's river. 1. Alteration in lights Haylake channel. Lake Huron—2. Au Sable approach, wreck of the Baltimore, light discontinued. St. Lawrence river—3. Changes in buoyage between St. Augustin and Portneuf.

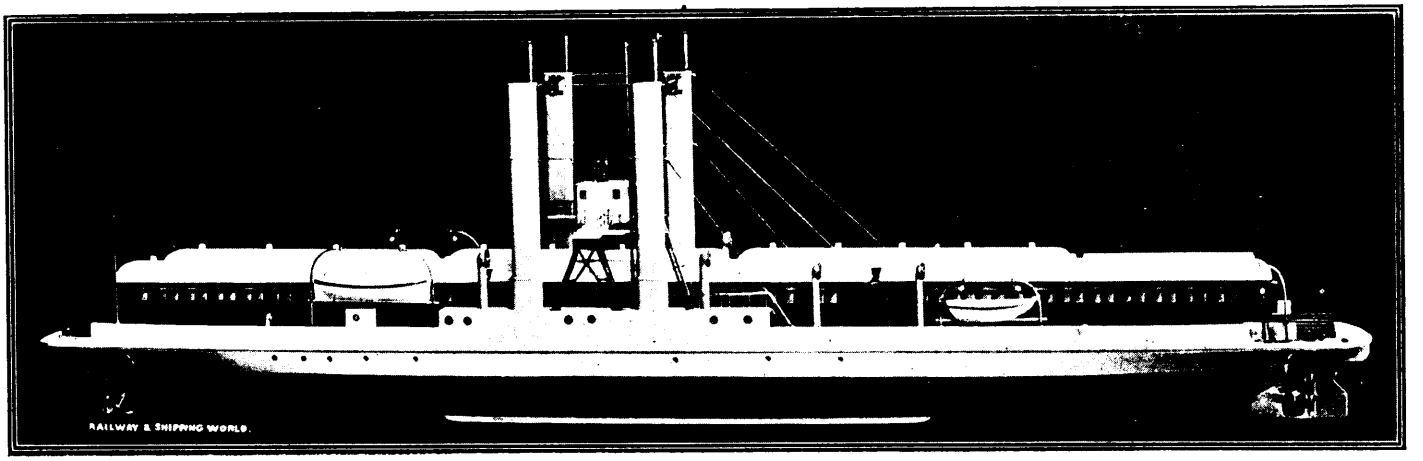
No. 40. Oct. 5.—Lake Superior—1. Thunder Bay, shoals in western or inside passage to Port Arthur. Detroit river—2. Amherstburg range, obstruction reported near Bois Blanc island; buoy carried away at Bois Blanc island, will not be replaced.

No. 41. Oct. 12.—Lake Superior—1. Post light no. 1, Duluth Harbor basin, carried away. Breakwater, Grand Marais harbor, Minnesota, completed. St. Clair river—2. Squirrel shoal buoy discontinued and obstruction buoy established. Detroit river—3. Reported obstruction abreast of Mullen's coal wharf. Lake Erie—4. Conneaut harbor, breakwater completed and temporary light discontinued; southeast shoal light vessel, Pelee passage re-established. Lake Ontario—5. Stoney point light station, increased height and change in color, of tower.

Strait of Canso Car Ferry.

The Scotia, the car ferry built for the I.C.R. to run across the Strait of Canso between Mulgrave and Point Tupper, N.S., by the Sir W. G. Armstrong, Whitworth & Co. (Ltd.), Newcastle-on-Tyne, Eng., reached Port Hawkesbury, N.S., Sept. 28, after a protracted and exciting voyage. The ferry left England, Aug. 29, and after being out a week bad weather set in and continued so bad that repairs to the bulwarks, etc., had to be effected on several occasions. Then on Sept. 16, coals and provisions began to run short and distress signals were hoisted On the following day a U.S. yacht supplied the crew with provisions, and on Sept. 19 the Anchor liner Furnesia, from Glasgow to New York, was sighted, and an arrangement was made to tow the Scotia into St. John's, Nfld. That port was reached Sept. 20, where the peculiar construction of the Scotia excited a good deal of curiosity. The Furnesia has libeled the Scotia for $30,000, and an action has been commenced in the Supreme Court of Newfoundland to recover that amount as salvage. Bail was furnished by the Reid Newfoundland Co. (Ltd.) and the Scotia was freed on Sept. 23. Repairs were then executed and the ferry boat left for Nova Scotia, which was reached on Sept. 29. The Scotia will not be put on the ferry service for some time yet as the new wharf has not been completed, and will not be for a month or so.

The Scotia is built of steel of extra strength and weight so as to operate as an ice crusher, her dimensions being: length, 282 ft.; breadth, 48 ft.; depth, 17 ft. There are three tracks on the deck, so arranged that trains can enter at one end, and leave at the other, the tracks being capable of accommodating nine sleeping cars, or 18 box cars. Deck houses are provided at the sides of the vessel for the engineers and crew, while on the bridge there is a pilot house, with promenade over. There are four smoke stacks, and the Scotia is provided with a rudder at each end, as well as a propeller, so that she can be navigated either way. This will enable her to take on a train at one end, and discharge it at the other on reaching the dock at the other side of the strait. The vessel is provided with two sets of triple expansion engines of 1,200 h.p. each, to which steam is supplied by 4 large cylindrical boilers all working at a pressure of 160 lbs. to the square inch. The shafting is continuous from end to end of the boat. The Scotia is also constructed of extra strength and fitted with icebreaking propellers in order to overcome the drift ice in the strait during the winter months. On her trial trip at Whitby, Eng., with equivalent weights to her working load on board, she made her contract speed, and developed the power necessary for icebreaking.



CAR FERRY STEAMER SCOTIA FOR INTERCOLONIAL RAILWAY SERVICE ON THE STRAIT OF CANSO.

Transportation to the Yukon.

F. C. Wade, Crown Prosecutor for Yukon, says in reference to the Yukon:—In the last four years a remarkable change has occurred in almost everything affecting the country, particularly the methods of transportation, mining and commercial development. When the first administration party proceeded to the Yukon in 1897 there was no Canadian system of ocean steamers to Skagway, such as exist at the present time. We travelled to that point on the Quadra, a Government steamer, and had to scale the Chilcoot pass, while our supplies in the main were packed over the White pass by mules and oxen. Now the traveller leaving Vancouver can take passage on the magnificent ocean steamers of the Canadian Pacific Navigation Co. or some other Canadian company and proceed to Skagway with as much pleasure as could be enjoyed on a yachting trip in the Mediterranean or in crossing the Atlantic in one of the ocean greyhounds. The steamers are well officered and beautifully appointed, and even from a tourist's point of view no greater pleasure could be desired than a sail by the inside passage from Vancouver to the foot of the Chilcoot and White passes. Instead of scaling mountain passes as before, the traveller who leaves the Canadian steamship at Skagway enters the train of the White Pass and Yukon Ry. at Skagway and is rapidly carried to Whitehorse and landed on the gangplank of one of the beautiful steamers travelling from that point to Dawson. You can travel now in your smoking jacket and slippers, instead of being encumbered with spiked boots, rubber hip boots, alpenstocks, shoulder straps and packs, and all the other paraphernalia which went with the troubles experienced in 1897 and 1898. The whole journey can be made in six or seven days instead of in several months, as used to be the case. Indeed, the time is not far distant when the trip from Vancouver to Skagway and thence down the Lewis and Yukon rivers to Dawson, and past the southern Alaskan point to the Bering sea, will rank as one of the most delightful pastimes which the tourist could enjoy instead of being a succession of the most extreme hardships.

The metamorphosis effected in the transportation of freight has been quite as startling. It is no longer necessary to re-enact the scenes of 1897, when 3,700 horses perished on the White pass in the transportation of