

At a meeting of the commissioners on July 15 the matter was under discussion for a considerable time, and on July 16 the following resolution was passed: "That the harbor engineer be instructed to prepare the necessary information to enable builders of elevators to make plans, specifications and tenders for the construction of a fire-proof elevator of 1,000,000 bush. capacity, the elevator to be placed at the inshore end of the basin, sec. 16, and the conveyers to extend to ships at the middle and upper piers, and the shore wharves between the canal and the Victoria pier, and to be so arranged as to be able to load six ships at one time. Plans, specifications and tenders to be in by noon, Aug. 27, and to be accompanied by an accepted cheque for \$25,000."

In connection with the provision of an elevator at the Windmill Point site, it was resolved on motion of R. Bickerdike, seconded by A. Racine: "That the secretary be instructed to communicate with Capt. Wolvin and his associates, with the Grand Trunk, the Canada Atlantic and Canadian Pacific railways, and any other large transportation companies, with a view to ascertaining on what terms they will operate an elevator and terminal facilities at Windmill Point, should the commissioners obtain a cancellation of the Conners contract."

The commissioners have instructed their attorney to take the necessary legal steps to forfeit the \$50,000 deposited by the Conners syndicate, on entering into a contract two years ago to build elevators.

SHIPPING MATTERS.

Sunday Steamboat Traffic.

The question of running steamers on Sundays came before Col. Denison in the Toronto police court, July 16, when Capt. Wigle, of the Lakeside, and Capt. Cooney, of the Garden City, the two boats operated in conjunction with the Niagara, St. Catharines and Toronto Ry., were charged with running their steamers to Port Dalhousie, the first on July 7 and the second on July 14, "for amusement or pleasure"; and Capt. O'Brien, of the Ar-

gyle, was charged with running his steamer into Toronto from Olcott, N.Y., on June 30, July 7 and 14. The proceedings were instituted by Crown Attorney Curry on information coming from the Lord's Day Alliance, which was represented at the hearing by its counsel, J. A. Patterson. W. H. Blake appeared in the cases against the Lakeside and the Garden City, and L. V. McBrady was in the cases against the Argyle.

There was no conflict of testimony as to the facts of the boats being operated and the police officers called simply gave formal evidence of the arrival and departure of the boats on days when the infringements of the act are alleged to have taken place. On behalf of the companies, the pursers and other officers were called to show that so far as the Lakeside and Garden City were concerned, the boats were run for the convenience of through travellers who complained that they were left at points on their route greatly to their inconvenience. No excursion tickets were issued, the fares charged being the ordinary fares, and the times of arrival and departure the same as on week days.

In dismissing the cases Col. Denison stated that he was of opinion that the act contemplated dealing with steamers going out on the lake and returning for the sail only and had nothing to do with through travel at all. If people hired a boat for a Sunday excursion it would clearly be a violation of the law. Things had changed very much in the last 30 or 40 years and Sunday traffic was a necessity. It was not done out of disrespect for the day, but because it was a necessity. As to the case against the Argyle, Col. Denison, in dismissing it, expressed his opinion that the act contemplated an excursion starting in Ontario, and not one from a foreign country. In his opinion the Dominion Parliament alone has power to legislate to meet such a case.

Since the cases were dismissed the boats have been run on Sundays as on week days and some of the other companies have also been running in connection with some route or other. The Niagara River Line is not operated on Sundays, and the Richelieu and Ontario Navigation Co.'s boats do not leave or arrive at Toronto on Sundays, and this state of affairs is not likely to be changed in

the near future at all events. The number of passengers patronizing the boats that do run on Sundays is not very large, and according to reports showed a decrease on July 21.

In regard to the fining of Capt. Tyrie for running an excursion on a U.S. registered vessel from Buffalo to Port Colborne, Ont., by the Fort Erie police magistrate, Justice Ferguson on July 23, granted a writ of certiorari to bring the matter before the High Court in order that the conviction might be quashed.

A Canadian steamer, the Aletha, had some difficulty at Brockville, near Ogdensburg, N. Y., on July 14, while carrying a U.S. excursion party. The villagers had passed a by-law prohibiting the landing of excursion steamers on Sunday and the chief of police was on the scene when the steamer arrived, to enforce the by-law. A writ has been served on the chief to restrain further action on his part, and the matter has been referred to the Secretary of the Treasury at Washington, as the steamer, although Canadian, was sailing with a U.S. excursion, and was cleared by the U.S. customs from Ogdensburg to Gananoque, and, under international law, it is claimed, has a right to land at intermediate ports. Proceedings were taken against the captain of the Aletha for carrying an excursion out of Brockville, Ont., but it was withdrawn on Capt. Roys paying the costs and promising not to offend again.

Protection for Shipbuilders.

In a recent interview T. Long, Secretary of the Northern Navigation Co., and a director of the Collingwood, Ont., Shipbuilding Co., spoke of the shipbuilding industry and marine matters generally. He was particularly severe on the policy of allowing vessels built in the U.S. and registered in the name of some one living in Canada, to come in and do business in Canadian waters without paying duty. "This is a most iniquitous policy, and Canadians are altogether too generous in their treatment of their neighbors in matters respecting the marine business. If any Canadians go to the U.S. and attempt to secure employment in the construction of these vessels,

MANITOBA

The Government Crop Bulletin issued Dec. 12th, 1899, gives the following statistics for the year:

CROPS.

ACRES.	AVERAGE YIELD.	TOTAL.
Wheat.....1,629,995	17.13 bus.	27,922,230 bus.
Oats.....575,136	38.80 "	22,318,378 "
Barley.....182,912	29.4 "	5,379,156 "
Potatoes...19,151	168.5 "	3,226,395 "

STOCK.

Beef Cattle exported during the year	12,000
Stockers exported.....	35,000
Total value dairy products.....	\$470,559 09

10,500 FARM LABORERS

Came from Eastern Canada to assist in the harvest fields of Manitoba in 1899—and the demand was not fully satisfied.

MANITOBA FARMERS ARE PROSPEROUS.

Farmers erected, last year, farm buildings valued at one and one-half million dollars.

MANITOBA LANDS—For sale by the Provincial Government. Over 1,600,000 acres of choice land in all parts of the Province are now offered at from \$2.00 to \$5.00 per acre. Payments extend over eight years. **Special Attention** is directed to 500,000 acres along the line of the Manitoba and Northwestern Railway at \$3.00 and \$3.50 per acre.

FREE HOMESTEADS are still available in many parts of the Province.

For full information, maps, etc., **FREE**, address **HON. R. P. ROBLIN**, Minister of Agriculture and Immigration, Winnipeg, Manitoba. Or **JAMES HARTNEY**, Manitoba Emigration Agt., 77 York Street, Toronto, Ont.

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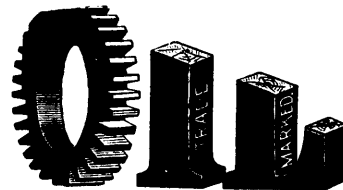
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