

been used, the local authorities stated that they could not change its position and that, therefore, the *Chippewa* could not be taken into the dock. This was a poser for the steamer was too long for the dock as it existed. With Captain McGiffin I visited Ottawa to see if any influence could be brought up on the local authorities to get them to furnish us with the full length. We here met with a reception which was a specially valued reminiscence of an able parliamentarian. The Hon. Israel Tarte, a French-Canadian, had recently been appointed to be Minister of Public Works, and here he fully sustained the wide reputation he had elsewhere acquired for quick decision and immediate instruction. We suggested that if the gate could not be moved back, a space could be cut out of the stone steps at the inner end of the dock, so as to enable the prow of the *Chippewa* to extent between them.

On hearing our request, Mr. Tarte called in his Chief, asked if it could be done, being assured that it could add "*Can you go to Kingston to-night and arrange for it?*" The next morning work was begun in the dock so that the steamer could be taken in. Vessel men who had been accustomed to the slow and deliberate methods which had previously existed, greatly appreciated the changes which for the improvement of our local business from the City of Toronto.

It has often been noted that a Saturday half holiday is almost universally taken by the citizens of Toronto. In fact not a few of the travelling men from the United States have said that there is no use coming to Toronto to do business on Saturday, as every one is closing up for their afternoon trip. In the attaining of this condition the Niagara Navigation Company has had much to do, as the result of persistent advocacy.