

boiler feed pump, & a 14x7½x12 Deane duplex underwriter's fire pump. The smoke stack will be of steel, self-sustaining, 170 ft. high, lined with brick. The entire elevator structure, together with belt galleries (with the exception of one 100 ft. section of the latter, built of steel), will be constructed of the finest quality of southern pine timber & lumber, covered with corrugated, galvanized iron. The rubber belting for the elevators & conveyers, together with the machinery throughout the house, will be of a higher grade than has ever been put into an elevator in America. J. S. Metcalf & Co. are building a smaller elevator for the Flint & Pere Marquette R.R. at Ludington, Mich. This elevator will be equipped with a marine leg, & will be run entirely by electricity.

SHIPPING MATTERS.

Dominion Notices to Mariners.

The Department of Marine has issued the following notices:—

No. 52, July 28, British Columbia. 1. Beacon on Gabriola reefs. 2. Beacon on Danger reef. 3. Buoy off Celia reef. 4. Uncharted rock in Portier pass. U.S.A., Washington. Dangerous reef at the north end of Rosario strait.

No. 53, Aug. 1, U.S.A., Maine. 1. Intervals of West Quoddy Head fog alarm. 2. Nova Scotia, Liscomb, whistling buoy.

No. 54, Aug. 1, British Columbia. Beacon on north reef, Stuart Channel.

No. 55, Aug. 7, Ontario. Temporary stoppage of Battle Island light.

No. 56, Aug. 8, New Brunswick. 1. Richibucto Channel at entrance. 2. Liscomb Island lighthouse—orthography.

No. 57, Aug. 9, British Columbia. 1. Beacon on Shute reef, Satellite channel. 2. Beacon on Atkins' reef, Trincomali channel. 3. Oyster harbor—hydrographic notes. 4. Uncharted shoals off Halibut Island.

No. 58, Aug. 9, Ontario. Wreck of the Shenandoah.

No. 59, Aug. 14. 1. Prince Edward Island. Change in positions of Summerside buoys. 2. Nova Scotia. Sambro light station. Change in fog signal. 3. Quebec. Beacons on Island of Anticosti.

No. 60, Aug. 15, Quebec. St. Croix bar range lights.

No. 61, Aug. 17, Nova Scotia. Neal Harbor lighthouse.

Richelleu & Ontario Navigation Co.

The rumor that the Co. will build a sister boat to the Toronto is again going the rounds.

Work will probably be commenced before the end of the season on the hotel at Murray Bay which the Co. has decided to erect. It will contain some 200 rooms, & large dining & drawing rooms. The latter will be 65 by 40, while an immense verandah, 360 ft. by 24 wide, will surround the hotel.

The day service between Montreal & Quebec & the daily service to the Saguenay were discontinued at the end of Aug. The daily service to Toronto will be changed to tri-weekly about the middle of Sep. The two boats on the Hamilton route will be kept on as long as business warrants.

A Niagara Falls, N.Y., despatch of Aug. 12 said: "A rate war has been inaugurated between here & the Thousand Islands by the G.T.R. & New York Central Ry. & the R. & O. Navigation Co. A cut of \$4 has been made by the railways owing to the cut made by the steamboat company from Toronto. Round trip tickets are being sold from here & Buffalo to Alexandria Bay for \$5 via the rail lines."

It was recently stated that on account of the size of the locks in the new Soulanges Canal it is possible the steamers Spartan &

Bohemian will be lengthened 40 ft. next winter, that the dining room of the Spartan will be changed from the basement to the main deck, & that another tier of staterooms will be added to the Bohemian. The General Manager says the works indicated have not been decided on, though the reports may have emanated from employees.

In the middle of August an official stated that the receipts of the Co. were largely in excess of the receipts up to the same period last year. The total receipts to the date mentioned were about \$500,000. Owing to the lateness of the opening of navigation this season's business began about \$20,000 behind last year. This amount has not only been made up, but the amount quoted is to the credit of the earnings in addition. The total receipts for last season were nearly \$700,000, & the possibilities are that this season they will be close to the million mark.

Vancouver's Shipping Interests.

The Vancouver Board of Trade's recent annual report contains the following: The City of Vancouver is built on the southern side of Burrard Inlet, 15 miles north of the mouth of the Fraser River. The principal part of the city stands on a peninsula, bounded on the north by the waters of Burrard Inlet, on the south by a small indentation of the sea shore called False Creek, & on the west by English Bay. Burrard Inlet is always safely navigable for the deepest draught vessels & constitutes a magnificent harbor with good anchorage. The passage at the narrows or mouth of the inlet is about half a mile wide opposite the city front, however, the inlet is more than 2 miles wide, with a depth varying from 6 to 20 fathoms, & it extends about 20 miles farther inland. On the west & south sides of the harbor, English Bay & False Creek also afford accommodation for shipping. Since last year's report of this Board, a light-house has been put in operation on Prospect Point at the entrance to Vancouver harbor, known as the Lion's Gate. The continued increase in shipping during the past year has overtaken all the wharfage accommodation. The C.P.R. Co.'s principal wharf, on Burrard Inlet, has a frontage of 1,500 ft., with deep sea water sufficient for the largest ocean steamers. East of this there are a number of smaller wharfs affording accommodation also for sea-going & a large number of coasting vessels. Independent of this & in addition, the sawmill companies operating on the inlet have berths for at least 12 large ships to load at one time for foreign ports. The C.P.R. Co. has already commenced an extension to its wharfs, which, when completed, will give a further frontage of at least 1,000 ft. During the past year this Co. has built a transfer slip, & coal for the Mainland is now brought over in cars from Vancouver Island. A marine railway is under construction & almost completed, capacity 2,000 tons gross weight; length of cradle 212 ft., which, when in operation, will afford accommodation for one large vessel or two smaller boats; it has 3 tracks, 640 ft. long, to cost \$45,000. Exclusive of lumber & salmon fleets & in addition thereto, the following steamers sail from Vancouver:

The C.P.R. Co.'s Empress Line of Royal Mail Steamers for China & Japan. This service has been supplemented during the last year by the s.s. Tartar & s.s. Athenian.

The Canadian-Australian Line for Sydney, calling at Honolulu, the Fiji Islands & Brisbane, Queensland.

The Canadian Pacific Navigation Co.'s steamship to & from Victoria daily.

The Union Steamship Co. of B.C. despatches vessels to Shoal Bay & way ports, 3 days a week; to Alert Bay & way ports, once a week; to Juneau, Dyea & Skagway, Alaska, at scheduled time of sailing.

The Moodyville & North Vancouver ferry leaves Vancouver almost hourly.

The Esquimalt & Nanaimo Ry. Co.'s steamer to & from Nanaimo daily.

Vancouver is a regular port of call for all steamers engaged in the Klondike & Atlin Trade. The Pacific Coast Steamship Co.'s boats from San Francisco every 5 days, calling at Victoria.

Provisions & supplies of all kinds are plentiful & at moderate prices at the Port of Vancouver—imported goods for ships' use being re-shipped ex bonded warehouse.

A Sunday Ferry Case.

On June 22, W. H. J. Evans, J.P. for Lincoln, Ont., issued a summons against Capt. McIntyre, charging him with "unlawfully carrying on the business or work of his ordinary calling on the Lord's day, by being the captain of the steamer Ongiara, engaged on the said Lord's day in Sunday excursions, & having for their only or principal object the carriage of Sunday passengers, for amusement or pleasure only, & to go & return on the same day by the same boat." The Ongiara, owned by the Niagara Navigation Co., plies between Queenston, Ont., & Lewiston, N.Y., as a ferry boat, & evidence was taken at Niagara-on-the-Lake on July 12, the County Attorney appearing for the prosecution, & J. J. Foy, Q.C., for the defence. Several witnesses were examined & the magistrate reserved judgment. It was contended for the defence, among other things, that the Provincial Legislature, which introduced in 1882 the legislation as to Sunday excursions, has no jurisdiction to pass any such law, inasmuch as it purports to create a criminal offence not previously existing, & that the Dominion Parliament alone has such jurisdiction. At the time of Confederation a Lord's Day Act was in force, & it was contended that the Ontario Legislature cannot vary that law, so far, at all events, as to make anything criminal that was not previously so. The case of Regina v. The Dominion Electric Tram Co., decided by the full Bench in Nova Scotia, was cited as authority for this proposition. It was further contended that the local Legislature has no jurisdiction in respect of boats navigating the Niagara River, which is an international highway. The Dominion Parliament alone has jurisdiction in respect of navigation & shipping & navigable rivers, & more especially those forming the boundary of any of the provinces. It was also contended that the running of the Ongiara between Niagara & Lewiston was not for the carrying of passengers for amusement or pleasure only, but to carry travellers, & that the carrying of travellers is not a violation of the Lord's Day Act.

The Magistrate, on Aug. 11, delivered judgment for the defendant, without stating the particular grounds upon which he agreed with the contention of the defence. It is, however, understood that he conferred with the Attorney-General's Department in Toronto before giving his decision.

Maritime Provinces Shipping.

The s.s. Orinoco, running between Halifax & St. John's, Nfld., is doing the trip in from 44 to 47 hours.

W. L. Lovitt & others, of Yarmouth, N.S., are applying for incorporation under the Dominion Companies Act, as the Reform Shipping Co., Ltd., capital \$21,000.

Wm. Butler has made a contract with Smith Bros., of Quoddy, Halifax Co., N.S., for a coastal steamer to be built at once. She will be 68 ft. long, & will be delivered in Nov.

It is stated that another big steamer is to be added to the fleet plying between Boston &