

REPORT OF THE MARINE SECTION OF THE BOARD OF TRADE OF THE
CITY OF TORONTO.

The Marine Section would report that the season of navigation of 1899 has been one of great activity in all lines of vessel business, the inland navigation having participated in the general advance of trade. The Port of Toronto being at present, owing to the reduced depth of water in the harbor and the absence of transfer rail facilities from the Upper Lakes, isolated from the through Eastern and Western trade, has therefore not participated in the through business transacted between the North-west and the Seaboard. The local business of the port has shown good advances. The passenger steamers between the Niagara River, the Welland Canal, and Hamilton, have made excellent returns; and the improved equipment eastwards upon the St. Lawrence River route have largely advanced the traffic in that direction. The freight business between Montreal and Lake Ontario has also shown steady advances.

**The Improve-
ments of the
Harbor of
Toronto.**

The Report of the Harbor Commissioner indicates the great importance of the harbor to the city manufacturing interests in the import of coal, the main basis of manufacturing profits. The value of the harbor to the city as a controlling source of supply and of freight rates merits more consideration on the part of the City Government. In January the Section took this matter up in much detail, as would be observed on reference to their special reports. They presented the national position of the harbor of Toronto as the only 14 foot port on the north shore of the lake and its claim for consideration by the Dominion Government as a portion of the scheme for the St. Lawrence deep navigation. They also urged the advisability of the City dealing with this valuable water front upon a definite plan with a view to providing facilities and dock accommodations for the important Seaboard and Intercolonial trade which will arise upon the completion of the 14 foot canals. They pointed out the necessity of proceeding to "Water Front" improvements upon a basis of their uses for navigation, instead of solely for the dumping of refuse from the streets and excavations from cellars. The Council of the Board endorsed and gave active support, and as a result the Dominion Government has entered upon a policy of the improvement of the harbor as part of the national navigation, and has made a first grant of \$50,000 towards that purpose. The City Government has, however, failed to be moved and has continued its system of treating the harbor as a dumping ground for its refuse and sewage. The Section considers that the Board should continue to take active measures for the improvement of the harbor.

It is unquestionable that a direct trade, by all water, with the Lower Provinces will soon arise, and in no way can the city merchants advance its position as a distributing centre better than by seeing that adequate facilities for navigation are provided.

There were many details in connection with vessel trade that were taken up by the Section which need not be referred to, but one which concerned the whole inland marine interests of Canada ought to be reported.

In May it was reported that an agitation was being commenced with a view to the abrogation of the Coasting Laws of the Dominion, and the admission of United States vessels to trade between Canadian ports. The Section and the Board took earnest ground in opposition to this proposal as being derogatory to our position as British subjects, and detrimental to the water traffic and ship building interests of Canada, and strong and important representations were made to the Dominion Government. In