

### Progress of Toronto Harbor Work.

An official inspection of the Toronto harbor work was made June 13 by the acting Minister of Public Works, Hon. J. D. Reid, who was accompanied by the commissioners, members of the city council and a number of representative guests, who were much impressed with the satisfactory progress of the work. Leaving Yonge St. Wharf on one of the Toronto Ferry Co.'s steamboats the party went out through the new western entrance to the western end of the work, viewed the dredging on which three huge dredges, two of them rotary suction ones, were engaged; the land making work, the construction of crib work to provide a sheltered waterway from Humber Bay to the western entrance, and the preparations for boulevard and driveway construction. Returning through the same entrance they went east through the harbor to Ashbridge's Bay, where they disembarked and walked over a portion of the land which is being made for industrial sites, and on which several industries have been established already, viewed the 1400 ft. channel which is being made 400 ft. wide and 30 ft. deep, and the large turning basin at its eastern end, and on re-embarking went to the Royal Canadian Yacht Club on Centre Island, where they were entertained at luncheon.

Lionel H. Clarke, Chairman of the Commission, spoke enthusiastically of the successful way in which the work is being proceeded with and gave great credit to the Dominion Government for the liberal way in which it is assisting, it having given land worth over \$1,500,000 and only requiring in return the construction of a dock costing some \$75,000. He said that while the Commission's portion of the harbor work had been estimated to cost about \$5,000,000, it would be done for less than \$4,000,000, great savings having been found possible in the reclamation work. Over 230 acres of land have already been made. The Commission have secured some 130 acres of water lots along the Bay front from Bathurst St. to Yonge St., without giving anything to the railway companies except undertaking to fill in their water lots to a common depth with those owned by the Commission and suitable for deep water vessels. He said that the work will undoubtedly be completed in three years. He warmly eulogized the Commission's Chief Engineer, E. L. Cousins, A.M. Can. Soc. C.E., and announced that following the resignation of the Secretary, A. C. Lewis, on undertaking military service, Mr. Cousins had also been appointed General Manager.

**Government Aid to Shipbuilding in British Columbia.**—In a recent discussion in the B.C. Legislature recently on the bill to aid shipbuilding in the province, it was decided that the number of vessels to be subsidized under the act be increased from 20 to 25. The matter of whether the bonus of \$5 a ton is to be figured on the registered tonnage or on the dead weight tonnage capacity was also discussed.

**Asiatic Labor on Canadian Vessels.**—The clause in the bill passed by the British Columbia Legislature recently to aid shipbuilding, which provided restrictions against the employment of any but white labor on any vessels coming under the act has been removed. It is stated that the Dominion Government intimated that the bill might be disallowed if a clause restricting Japanese labor were included.

### Dominion Marine Association Appreciates Canadian Railway and Marine World.

Canadian Railway and Marine World has, in recognition of its service to the shipping interests, been appointed the Dominion Marine Association's official organ, as stated in the following letter, which is much appreciated by the publishers:

#### DOMINION MARINE ASSOCIATION. Executive Committee :

G. E. Fair, Toronto . . . . . President.  
A. E. Mathews, Toronto . . . 1st Vice President.  
W. E. Burke, Montreal . . . 2nd Vice President.  
H. W. Cowan, Toronto W. J. McCormack, Sault  
L. Henderson, Montreal. Ste. Marie  
D. Murphy, Ottawa. J. Playfair, Midland  
W. L. Reed, Toronto. J. F. M. Stewart, Toronto  
C. B. Harris, Toronto A. A. Wright, Toronto  
Counsel . . . . . Francis King, Kingston

Kingston, Ont., May 29, 1916.

Acton Burrows, Esq., Managing Director,  
Canadian Railway and Marine World.

Dear Sir,—I have much pleasure in informing you that at a meeting of the Dominion Marine Association's Executive Committee in Toronto on the 26th inst., it was unanimously resolved:

"That in view of the thorough manner in which Canadian Railway and Marine World covers the marine field throughout Canada, the care which it exercises to secure accuracy, and the way in which its columns are freely at the Dominion Marine Association's disposal, it is hereby appointed the Association's official organ."

Yours truly,  
FRANCIS KING,

Counsel, Dominion Marine Association.

**Beeson's Marine Directory**, for 1916 maintains the reputation attained by previous issues in the collection and notation of matter which is interesting as well as necessary to those whose business is concerned with navigation on the Great Lakes. In addition to the general information relating to vessels on the Canadian and U.S. registers, dry docks, shipbuilding and wrecking plants, etc., the resume of the details of lake traffic for the past year, is of exceptional interest, owing to the abnormal conditions existing on account of the war. This is the 30th year of publication, and the publisher announces that the next edition will be produced under the supervision of a committee of prominent vessel men who will choose, supply or approve its entire contents. The book consists of 288 pages, 10 by 7 ins., bound in cloth boards, and is published by Harvey C. Beeson, Chicago, Ill., at \$5.

**Canada Steamship Lines' Dividends.**—The directors announced, June 1, that a further payment of 1 3/4% will be made on Aug. 1 to shareholders of record on July 1, on account of deferred preference dividends. The announcement was made earlier than customary, as there are still a few remaining Richelieu and Ontario Navigation Co. shareholders who have not exchanged their holdings for C.S.L. scrip, and are therefore deprived of these payments. An opportunity is thus afforded them of making the transfer in time to participate in the payment to be made.

**Longshoremen's Strike on Pacific Coast.**—A strike of longshoremen at U.S. Pacific coast ports commenced June 1, the men demanding 55c an hour and \$1 an hour for overtime. The strike did not extend to British Columbia ports, the consequence being that a number of trans-Pacific vessels used B.C. ports considerably instead of U.S. ports.

### Investigation Into the Grounding of the s.s. Rock Ferry.

In investigation into the grounding of the s.s. Rock Ferry on Main Duck Island, Lake Ontario, May 17, was held at Montreal, June 6 and 9, by Capt. L. A. Demers, Dominion Wreck Commissioner, assisted by Capt. F. Nash and J. O. Grey, as nautical assessors. The court came to the conclusion that the master and mate both disregarded the most simple precautions in navigating the vessel. The master admitted that he kept full speed in a dense fog, and that no lookout was kept at any time. The fact that the vessel was floated off the rocks after two days, practically uninjured, does not palliate the offence. She is a wooden vessel, and had she been of iron, it is probable she would have been a total loss. In view of the good seamanship exercised by the master, A. Robineau, in getting the vessel off, the court exercised leniency, and suspended his certificate for two months from the time of the receipt of the certificate by the court, as it was not delivered at the time of the investigation. Regarding the mate, J. P. Dufour, the court found that he was left in full charge of the deck while the master had gone to rest, and it was his duty to reduce speed and place a lookout, and on feeling that he was near Main Duck Island, to have consulted the log which was apparently trailing, stop his vessel and take soundings if necessary, according to the rules, therefore the court found him equally to blame and suspended his certificate for two months from June 9.

**Shipping employment offices** have been opened at a number of lake ports recently, and the sailors' institutes at Kingston and Port Arthur have opened registers where both employers and employes may each make known their wants. These offices are under the Dominion Marine Association's auspices, and, in addition to these, Verity's Employment and Shipping Agency has been appointed to act in Toronto, and similar arrangements are being concluded at other lake ports. The facilities thus afforded should be of considerable benefit.

**Grain Elevator for St. John, N.B.**—In connection with the proposal to erect a Government grain elevator at St. John, F. P. Gutelius, General Manager, Canadian Government Railways, inspected three sites alongside the Government wharves there May 31. The site most favored is said to be on land now occupied by Harding's lumber yard, as from the location it is considered the conveyors could be fed better. If it is decided to proceed with the work, the cost will approximate \$1,000,000, and it will be urged that it be completed by Jan. 1.

**The Plunkett Navigation Co., Ltd.**, has been incorporated under the Dominion Companies Act, with \$20,000 authorized capital and office at Cobourg, Ont., to own and operate steam and other vessels, and to carry on a general trading and navigation business. It is reported that the schooners, Charlie Marshall, owned by D. Plunkett and D. Rooney, Jr., Cobourg; the Ford River, owned by J. Richardson & Sons, Ltd., Kingston, and the Keewatin, owned by Jas. Doherty, Belleville, have been acquired, and that these will be used for Atlantic coasting service. We have been unable to get any confirmation of this; and are advised that the Ford City is still being operated by J. Richardson & Sons Ltd.