

Collided With the Harbor Line

The DSS&A Ry., in its efforts to provide for the rapidly increasing ore trade of this port has met with an obstruction, which though not extremely serious, is at least annoying. The extension of Dock No. 3 will have to be stopped for the present 215 feet short of the point intended. Hence the proposed addition of 100 pockets to that dock must be reduced to 64 pockets, a loss of 36 pockets and a consequent diminution in the docks capacity of about 5,500 tons. The new No. 4 dock will also be slightly affected. The causes of this are the harbor lines recommended by the Board of the United States Engineers in its report of January 12, 1889, and subsequently approved by the Secretary of War, Endicott.

For several days the report has been current that the government would not allow the South Shore to extend its ore docks to the points desired but no action was taken until last evening, when Captain Foster, the United States engineer in charge, notified Engineer Payne that the construction of No. 3 dock must stop where it now is and that no more piles could be driven. Notice was also given that the No. 4 dock would extend some 40' over the harbor line and must be reduced accordingly. The extension of No. 3 dock has advanced 385 feet and now reaches the harbor line. It would not seem that the extension of the full amount of 600 feet could not interfere with shipping in that quarter of the bay and that a revision of the harbor lines now in force might advantageously be made. Mr. Payne was seen last Thursday by a Mining Journal reporter.

"Yes, we have been ordered to stop the extension of No. 3 dock", he said. "It will also be necessary to change the plans of No. 4 slightly: I ran the harbor lines as laid down in the report of the Chief engineer's as nearly as could be done last fall when there was ice on the bay. I believed that we could just get No. 4 in. I thought the extension of No. 3 might run over the line a little bit though not nearly as much as Captain Foster says, but if it did I can see no harm as there is plenty of room there. The end of No. 3 dock is totally unprotected and if the South Shore was willing to take the risk I do not see why the government should object. I cannot now see how the extension of No. 3 dock to the full length intended would interfere with shipping. I shall have to move No. 4 dock in about 40 feet. The number of pockets will have to be reduced but there will be a little less room between the first pocket and the shore.

DSS&A Ry.

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