

ing another tug for its Toronto harbour work, lake towing and salvage service, and for the winter ferry service to the Toronto Islands.

The Toronto Dry Dock Company Ltd. had been incorporated in 1917 by C. S. Boone and John J. Manley, of the C. S. Boone Dredging and Construction Company Ltd.; John E. Russell, marine entrepreneur; Lawrence Solman, manager of the Toronto Ferry Company Ltd. as well as the Hanlan's Point amusement park and the Royal Alexandra Theatre, and Henry J. Dixon, who previously had operated a shipbuilding business at St. Catharines. Boone was president and Russell vice-president and managing director of the new company, which built a repair yard, with two floating drydocks, located in the Keating Channel. This channel, into which the Don River emptied, had been created as part of the Ashbridge's Bay development at the eastern end of the harbour. As time passed, Henry Dixon became the principal owner and manager of the shipyard, assisted by his son, Harold, who himself eventually became manager and registered owner of tugs which the firm owned. During the very late 1940s, a subsidiary, the Toronto Towing and Salvage Company Ltd., was formed to assume the operation of the concern's tugs.

The COL. M. J. McDONOUGH was purchased by Dixon in November of 1946 as Toronto Dry Dock needed a tug suitable for use that winter on the ferry service for year-round island residents. That service, then run by the City from the foot of Yonge Street to Hanlan's Point ferry dock and to the water filtration plant on Lighthouse Pond at Gibraltar Point, already was run by the City's own tugs NED HANLAN and G. R. GEARY. However, with more and more persons living year-round on the islands as the years passed, another tug capable of operating in the ice was required. The McDONOUGH was, in due course, re-registered at Toronto and was given back her old name of J. C. STEWART as well as her original Canadian official number. She was chartered for a daily fee of \$230 to the City of Toronto for the winter ferry service, and could carry 90 passengers per trip whilst in this trade.

The STEWART was painted up in what had become Dixon's usual colours. Her hull was a mid-shade of green with a narrow white band just above the main deck gunwale. Her cabins were red with white trim, the main deckhouse having a black band around its base. Her smokestack was black with two narrow silver bands and a broad red band. By this time, she had a prominent sunvisor over the pilothouse windows, and she also had only one lifeboat, which was worked not with davits but with a forward-slung boom on the mainmast.

J. C. STEWART proved to be the best tug that Dixon had, and she seems to have operated very successfully, both in general towing service and also on the winter ferry route. But with the winter island community continuing to grow as the residents of Ward's Island converted their cottages (and former tents) for year-round use, a fourth tug was needed for the winter ferry. Accordingly, in 1948, the Toronto Dry Dock Company Ltd. acquired the former Great Lakes Towing Company 1907-built steam tug ARKANSAS (i) (U.S.204588), (a) ABNER C. HARDING, which was an excellent icebreaker. She operated for one winter as ARKANSAS, and then was renamed (c) H. J. DIXON. She was refurbished in 1949, and we believe that it was in that same year that the operation of the tugs was transferred to the Toronto Towing and Salvage Company Ltd. J. C. STEWART was reboilered in 1950.

Things went well for both tugs, and for the rest of the Toronto Dry Dock operations, with occasional mentions or photos in the press when the ice was extraordinarily heavy, but in the winter of 1954-1955, there occurred what came to be known (at least on the islands) as "The Great Tugboat Mutiny". In December of 1954, the Toronto Transit Commission (operator of the summer ferries, and for which the winter service was then operated by the City), increased the one-way tug fare from ten cents to thirty cents. The islanders quite naturally took vehement exception to this threefold fare increase, and emotions ran very high, especially at the fare box.

The situation finally boiled over on the below-zero morning of Friday, Janu-