

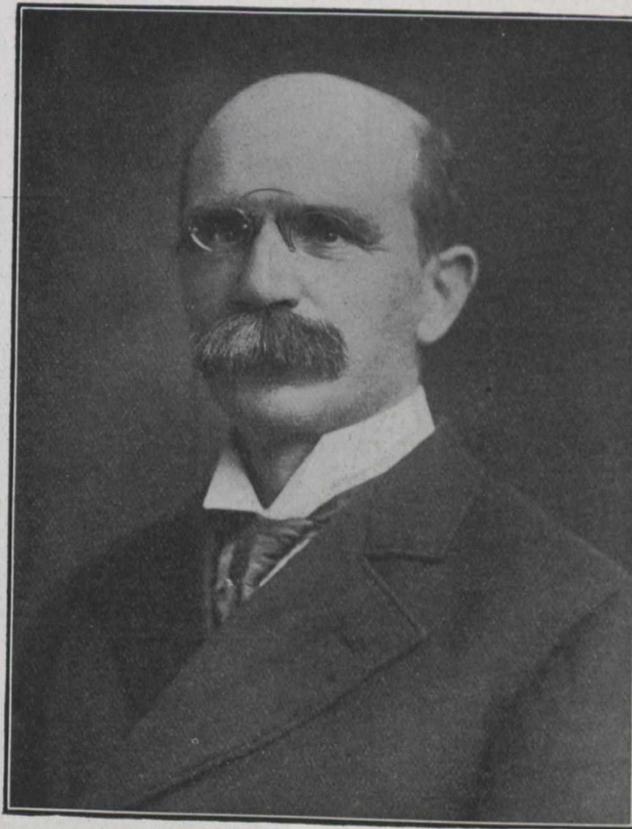
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MUNICIPAL ENGINEERING, CITY OF TORONTO

The past year has seen great municipal changes take place in the city of Toronto, and outlying districts. These changes and reorganizations have necessitated technical attention in nearly every case, as may be gathered by even a short perusal of the city engineer's report for 1910. The

entirely of concrete. Fig. 2 is an illustration of the interior of a single unit in this purifying work. The filtration plant and sewage disposal works may be considered as joint undertakings, both being necessary owing to the former method whereby the discharge entered the lake in dangerous



Mr. C. H. Rust, City Engineer of Toronto, President of Canadian Society of Civil Engineers.

principal construction works may be included in a list composed of the filtration plant, sewage disposal work, municipal railway work, grade reorganization of Grand Trunk Railway, bridge construction. The city engineer designing and superintending these various works is Mr. C. H. Rust, who is this year president of the Canadian Society of Civil Engineers.

Figure 1 will, in a small measure, present some tangible idea of the increased cost of construction and maintenance for the engineering departments from the year 1897 to 1910.

The filtration plant, now almost completed, has been constructed on the island opposite to John street. The plant is designed as a battery of twelve filters built almost

proximity to the waterworks intake. The main currents of Lake Ontario naturally assume an eastern course, and this has influenced the location of the disposal works at point considerably to the east of the intake and filtration plant. While this is the main object of the disposal works, the design also allows the discharge to enter the lake in such a condition, chemically and bacteriologically, as to be harmless to other municipalities drawing their supply from Lake Ontario further down the shore. The trunk sewers and sewage disposal works are estimated to cost \$2,400,000. A great deal of the sewer construction has been done by tunnelling to avoid street blocking. A difficult portion of the work was