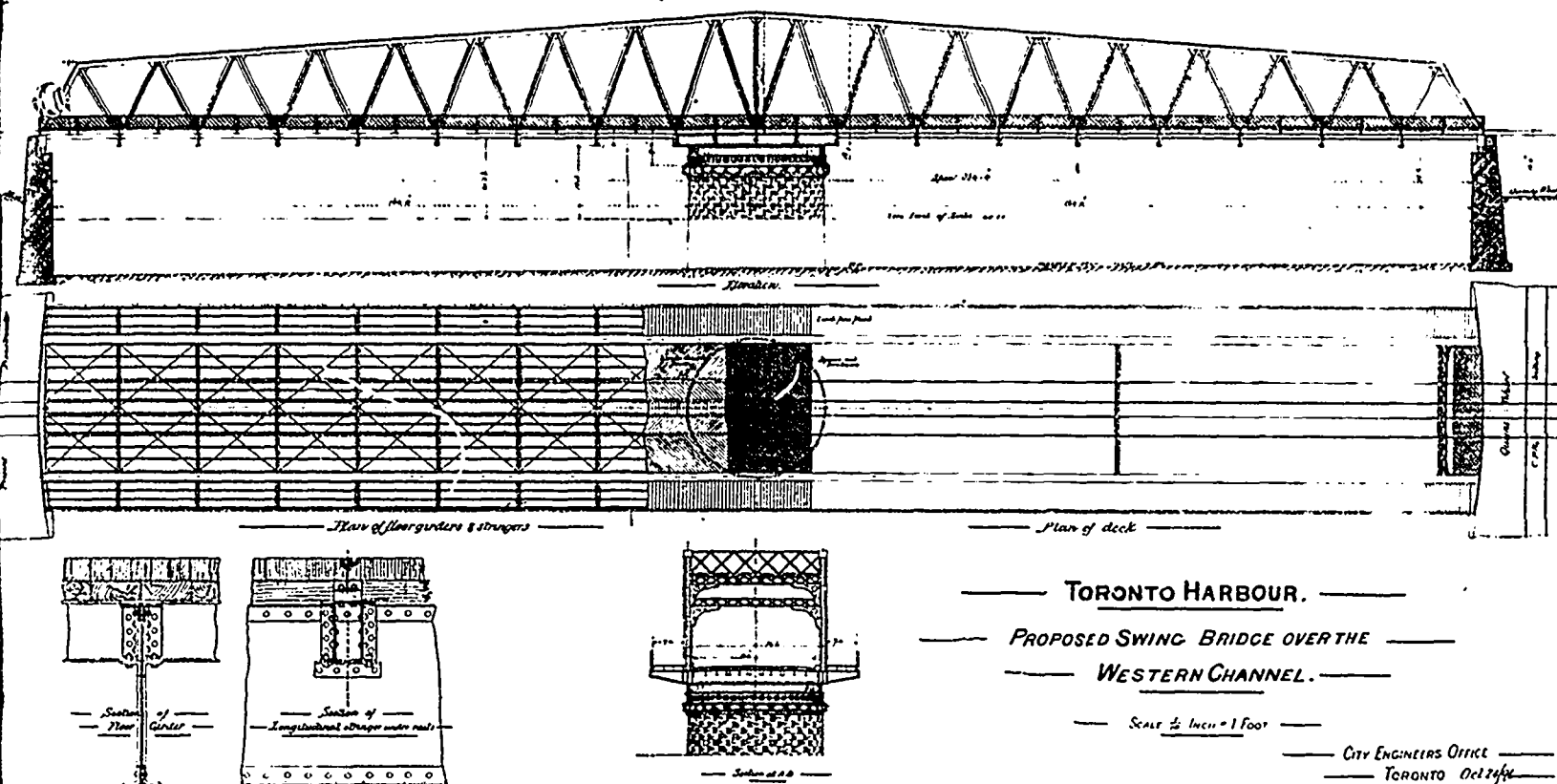


CITY OF TORONTO



PLAN OF PROPOSED TORONTO ISLAND RAILWAY BRIDGES ACROSS WESTERN CHANNEL.

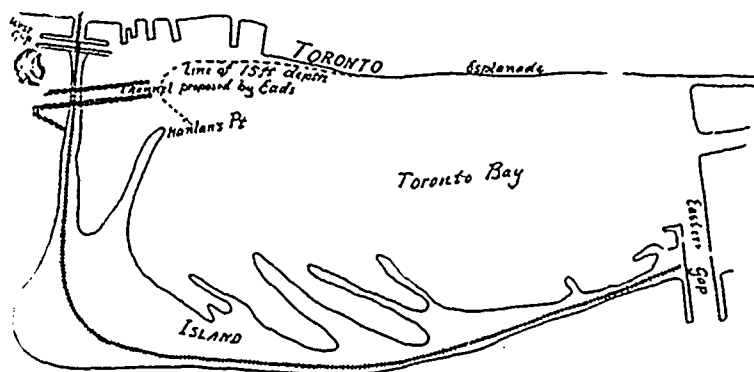
TORONTO ISLAND RAILWAY.

Some of the advocates of the proposed Toronto Island electric railway have overlooked a question which the citizens, and more especially those who are interested in the shipping facilities of Toronto harbor, will soon have to take into account—that is the question of deepening the canals of the Canadian waterway system. The American commissioners of the Deep Waterways Commission have already reported, recommending a deepening of all the canals and channels of the upper lakes and St. Lawrence system to a uniform depth of 22 feet, and it is understood that the Canadian commissioners will recommend action on the same lines to the Canadian Government. If this is done, how is Toronto to get her share of the lake and ocean traffic under the new conditions? None of the steamers of large draught could enter the western gap of Toronto harbor, for last summer vessels drawing only nine feet of water bumped on the bed rock which forms the bottom of the present channel. And the worst of it is that this gap cannot be deepened except by removing this bed rock.

When Capt. Eads made his report on the Toronto bay and island in 1882, he looked far enough ahead to provide for the change that is now confronting the shipping interests of Toronto. He recommended a

channel through the eastern end of the island and the construction of the western gap, not where it is now, but about 1,400 feet from the Queen's wharf, so that the gap would lead directly from the line of 15 feet depth of water in the bay to Lake Ontario, without any blasting whatever. The authorities took what time has shown to be a short-sighted view of the question, and carried out only half of Capt. Eads' recommendation by constructing the eastern channel. The western gap was maintained as originally fixed, close to the shore near the Queen's wharf, where a depth of only ten feet is available, and where expensive blasting will have to be done for large vessels, and even then it would be subject to greater annual deposit of silt. If the proposed bridge for the island railway is put across this present channel, with its tower of stone in the middle of the waterway, it will be a further and serious obstacle to vesselmen, as it will make the services of a pilot or tug necessary in many cases.

Against the scheme of the island electric railway in itself, we can have nothing to say, but before it is started its bearing on the impending changes in the conditions of lake navigation had better be considered. It should not be forgotten also that the object for which the island is consecrated to the city is to bring its citizens into contact with the lake and its fresh summer breezes, and transportation thither by water is the more natural means, and will perhaps remain the most popular means, even after a railway over the channel is built. The present ferry service is, on the whole, a good one, but it might be improved greatly for the citizens by an arrangement with the ferry company whereby regular trips should be made around the island, as well as to it. A trip round the outside of the island would be a very healthful one, and the steamers could be allowed to run at full speed in that part of the trip.



H. F. KELLEY, manager of the Northern Nail and Wire Co., says the present output is 200 kegs per week; more machinery is to be put in at once.