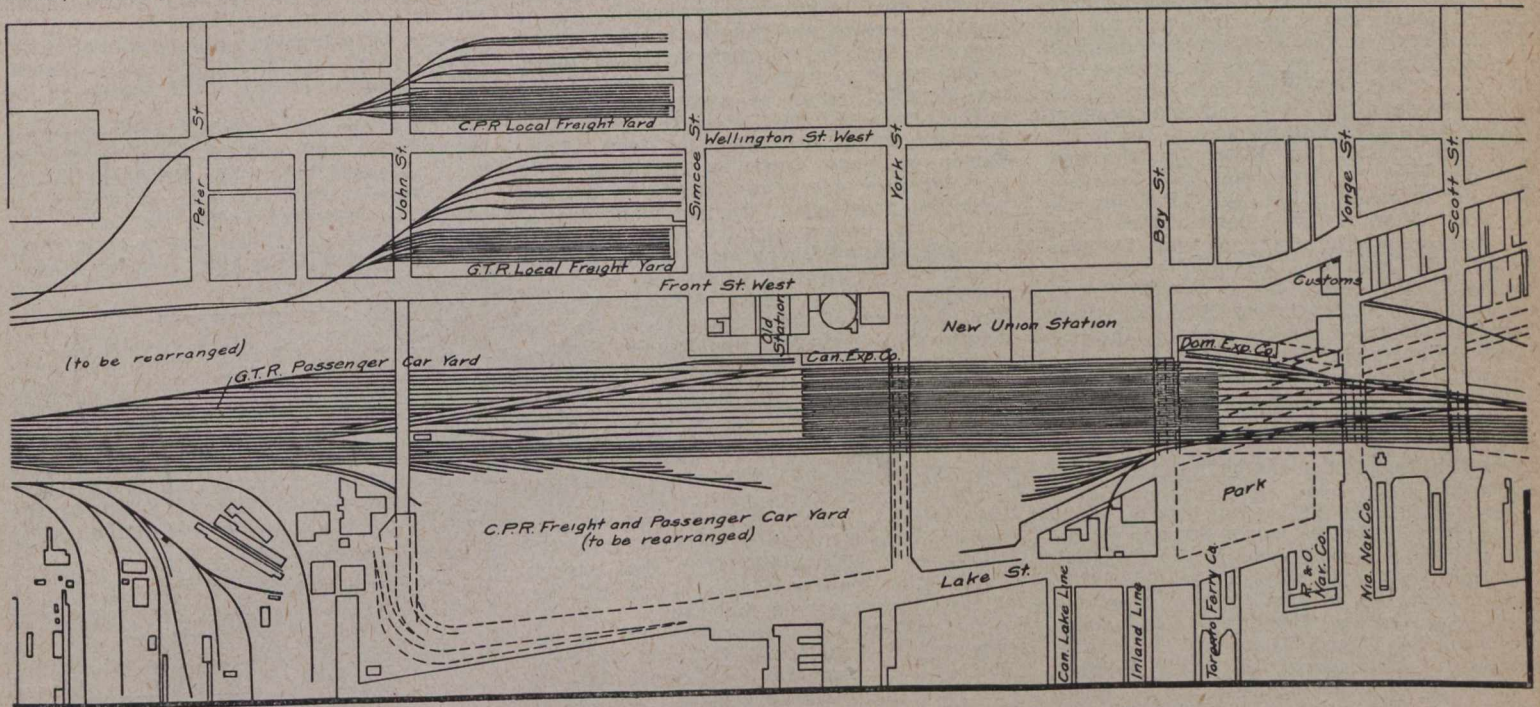


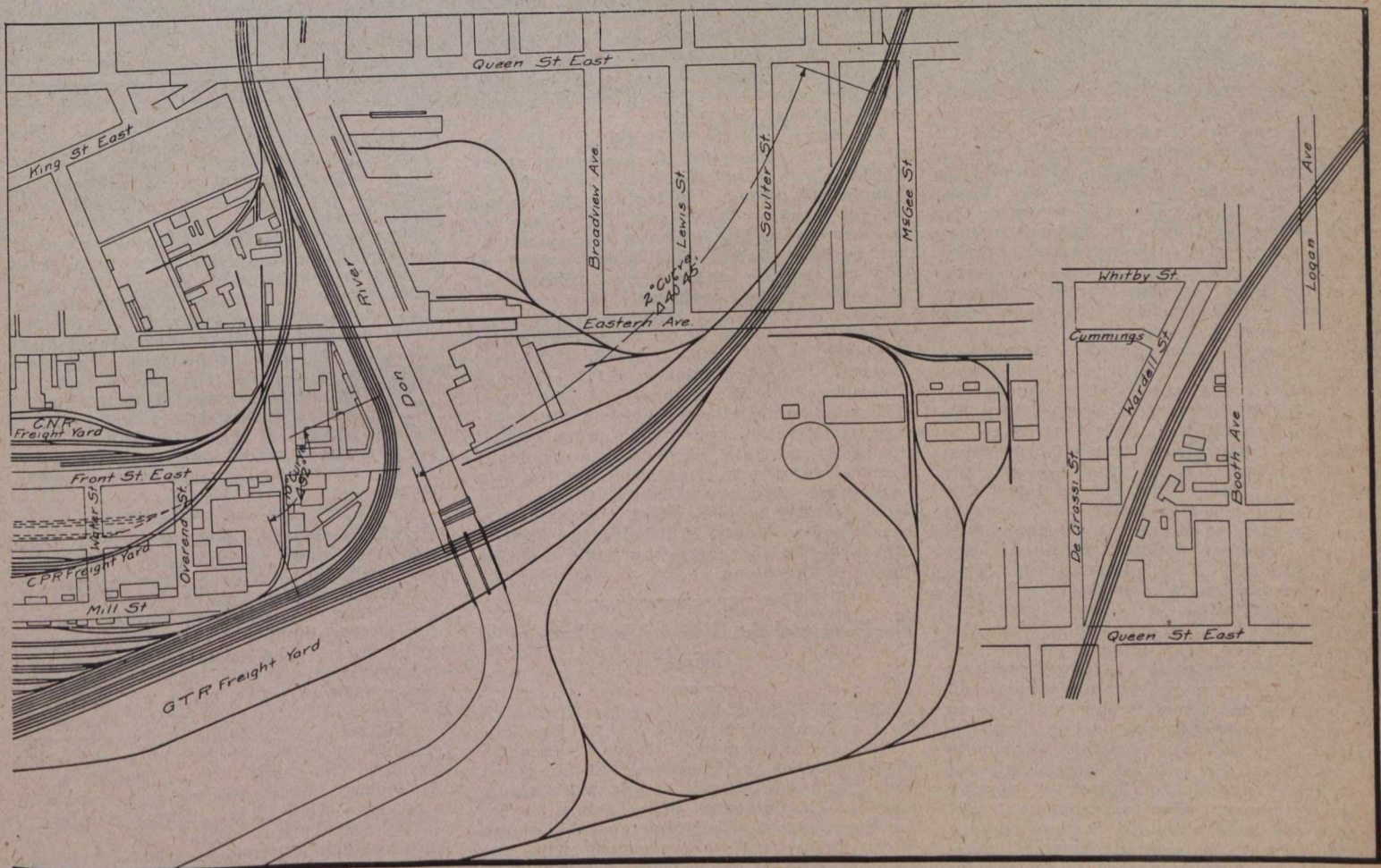
with concrete retaining walls will be between Yonge and Scott Sts., the balance will all be earth embankments. From the station east there are to be 6 through tracks, crossing all the streets on viaducts.

looped south at Cherry St. The right of way secured across these water lots is 230 ft. wide, as compared to 200 ft. of the present right of way. Through this new right of way there will be 6 tracks, with an em-

seemingly wanton destruction of property works in admirably with the harbor improvement scheme of the Toronto Harbor Commissioners. It is proposed to fill in the slips, and extend the bulkhead line consid-



Plan of Viaduct Scheme from Spadina Avenue to Between Scott and Church Streets. (Section 2.)



Plan of Viaduct Scheme from Don Freight Yards to Eastern Ends. (Section 4.)

It is from the station easterly that the new viaduct plans differ from those originally ordered, the line instead of following the general trend of the Esplanade, striking across the wharves to where the old lines

bankment width at the top of 85 ft. The property damages under normal conditions to expropriate this property would be enormous, as practically the whole wharf frontage will be rendered useless. But this

erably further out into the harbor, this arrangement making possible a better wharfage arrangement.

From Parliament St., the line will follow a 1 degree curve through an angle of 21