

site. A 66-ft. street will be bordered by sites for summer cottages, to the south of which will extend a boulevard and driveway 50 ft. in width.

The industrial area in this section has been arranged with every consideration for the benefit and advantage of the various industries to which it will be leased by the Commission. Railway facilities include connections with the Canadian Pacific, the Grand Trunk and the Canadian Northern transcontinental lines. The ship channel serving the area is 6,800 ft. in length and 400 ft. wide, with a turning basin 1,000 ft. square at the ends. Three and a half miles of dockage accommodation is provided in and around this channel. The area, as well as that at

will be in operation in connection with it in a short time. One of them, "The Cyclone," has been operating since last fall, and is capable of depositing over 1,000 cubic yards an hour. It is a 24-inch suction dredge built by the Polson Iron Works, Toronto, who are just completing a sister dredge, "The Tornado," similar in every respect. Other dredges are operating under the same contract.

In September, 1913, the Department of Public Works, Ottawa, also awarded a contract to the Canadian Stewart Company for the portion of the work undertaken by the Government. This includes the ship channel and turning basin in the industrial area, the eastern sea-wall, 4 1/2 miles long, the marginal way or bulkhead construction

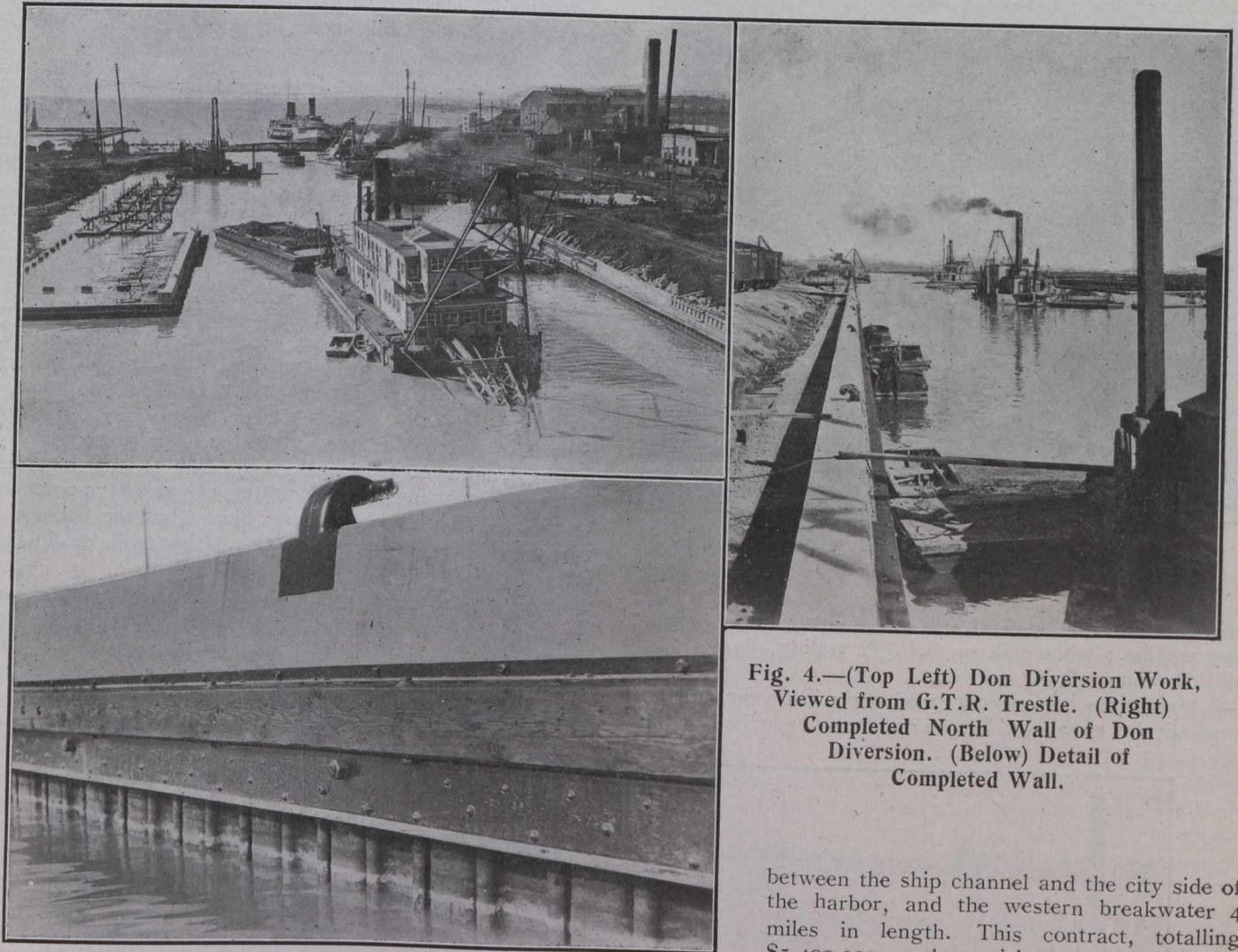


Fig. 4.—(Top Left) Don Diversion Work, Viewed from G.T.R. Trestle. (Right) Completed North Wall of Don Diversion. (Below) Detail of Completed Wall.

between the ship channel and the city side of the harbor, and the western breakwater 4 miles in length. This contract, totalling \$5,400,000, and requiring several years to complete, is one of exceptional magnitude,

as will be realized from the following tables of the chief quantities involved:—

Eastern breakwater: Piles, 663,500 lin. ft.; hemlock lumber, 522,460 ft.; southern pine or B.C. fir, 8,594,136 ft.; concrete blocks, 28,912 cu. yds.; mass concrete, 5,763 cu. yds.; structural steel shapes, 3,645,850 lbs.; and stone talus, 33,000 tons.

Western breakwater: Piles, 83,328 lin. ft.; cribwork, 162,000 cu. yds.; concrete blocks, 22,363 cu. yds.; mass concrete, 17,203 cu. yds.; reinforcing steel, 1,626,443 lbs.; structural steel, 1,865,570 lbs.; rock fill, 23,000 cu. yds.; and dredging, 48,515 cu. yds.

Ship Channel: Piles, 1,290,534 lin. ft.; hemlock lumber, 691,260 ft.; southern pine or B.C. fir, 7,794,348 ft.; concrete blocks, 17,897 cu. yds.; mass concrete,

the foot of Bathurst Street, which will have nearly two miles of dockage, will be supplied with warehouses, freight sheds and adequate dock equipment.

In September, 1913, the commissioners awarded a contract to the Canadian Stewart Co. for the removal of about 31,000,000 cu. yds. of material which the borings indicated to be 70 per cent. sand and gravel and 30 per cent. sand, silt and clay. This material was to be taken from the bed of the bay and of the lake adjacent to the industrial area and deposited on the site of the latter. The contract, which was at 19 1/2 cents a cubic yard, will amount to approximately \$6,000,000. It is of interest to note that the average length of delivery in this work is about 4,000 ft., that the material is being placed hydraulically, and that the two largest suction dredges in existence