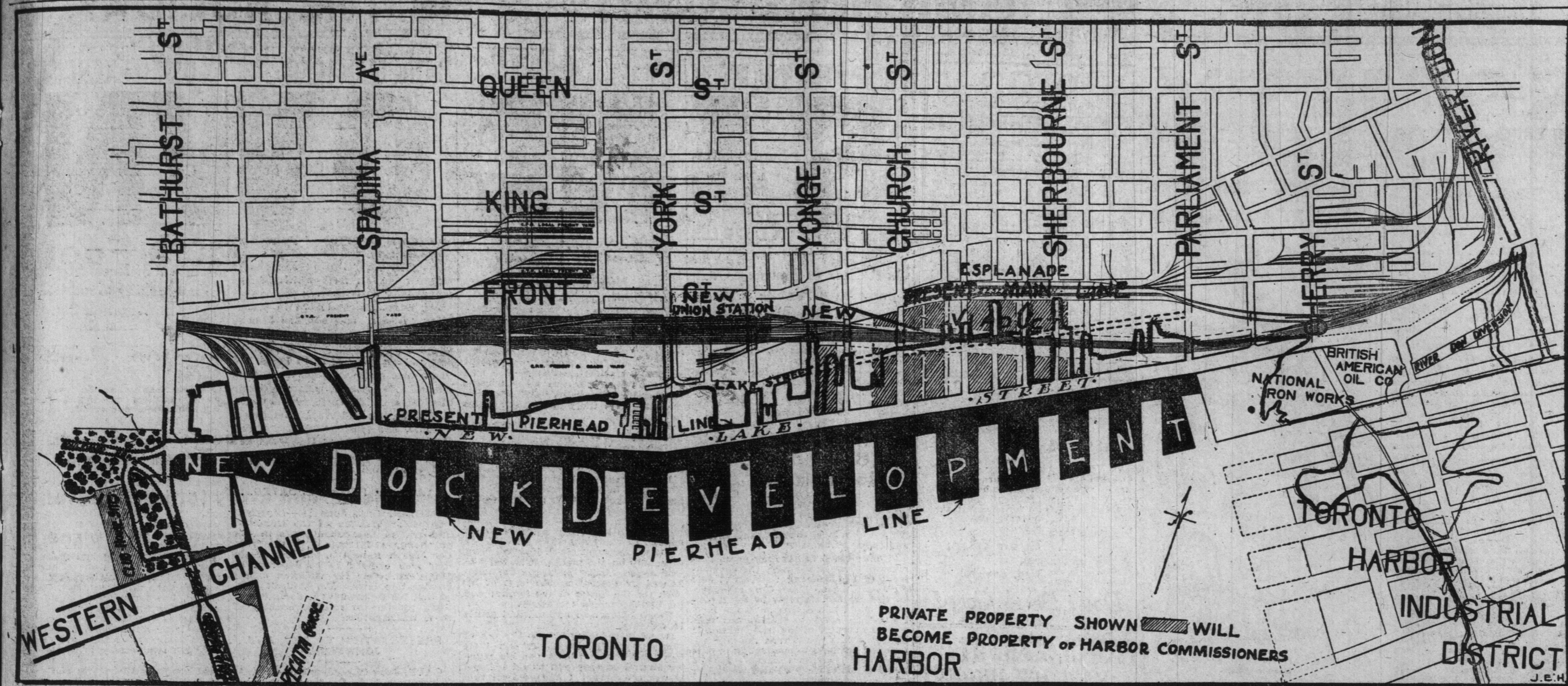


How Toronto Harbor Front Will Look When the New Ten-Track Viaduct Is Built



EIGHTEEN MILLION DOLLARS ESTIMATED COST OF VIADUCT

Including New Station and New Dockage Facilities and Expropriation of Land East of Yonge Street—Viaduct Will Be Eighty Yards Wide and Only One Street Will Be Closed.

The agreement between the Grand Trunk Railway, the Canadian Pacific Railway, the City of Toronto and the Toronto Harbor Commissioners which has been arrived at as a result of repeated conferences between the representatives of the railways and the city authorities, provides in brief for a viaduct of which the following are the principal points:

A viaduct from the foot of Cherry street to the Union Station, following a straight line about 500 feet south of the present esplanade.

The viaduct to be in form of an earth embankment from Cherry street to Yonge street, and a combination of earth embankment and concrete retaining walls from Yonge street west.

All Streets Open.

Every street now running thru to the waterfront to remain open, with the exception of West Market street, and subways of concrete construction to be provided.

A new viaduct to be constructed on the right-of-way 230 feet wide, which will give room for from eight to twelve tracks instead of four tracks as provided for on the viaduct originally ordered.

The viaduct to be constructed by the two railway companies and the city to contribute towards the cost a sum not to exceed one-third of the total, and in any case, not to exceed the amount which the city would have contributed to the viaduct as originally ordered.

Yonge street to be opened thru to the waterfront by means of a subway.

For the purpose of acquiring the right-of-way from Cherry street to Yonge street, all the lands between those two streets and extending south from the esplanade to the new windmill line, to be expropriated by the railways and the harbor commissioners.

After deducting a strip 250 feet wide as a right-of-way for the viaduct, the harbor commissioners are to retain all the balance of the lands expropriated for the purpose upon payment of 50 per cent of the total cost of expropriation, or as an alternative, to retain all the lands south of the new viaduct location upon payment of one-third the cost of expropriation after deducting the amount received for the sale of the lands north of the viaduct. The properties in the area to be expropriated, which are owned by the city, the harbor commissioners or the railways, are to be paid for on the same basis as private properties.

A New Street.

Lake street from Yonge street east to be closed and the laying out of a new street to take the place of Lake street and other streets to serve the waterfront to be left in the hands of the harbor commissioners.

The Grand Trunk Railway concedes to the harbor commissioners the riparian rights in front of their property from Berkeley street to Cherry street.

The street 47 ft. 6 in. wide which was to be laid out south of the viaduct as originally ordered, is also provided for by the new agreement, but instead of bearing the whole cost of this street, the city is required to contribute only one-third under the new agreement.

The railways are to construct and maintain the subways thru which the streets will be carried to the waterfront, and the city is to pay for the paving, lighting and other public works in these subways and to look after their maintenance.

Eight Feet High.

The railway companies are required to fill the entire 230 feet right-of-way to an elevation of eight feet above mean water level at the time the viaduct is being constructed.

All parties to the agreement join with the harbor commissioners in applying for an extension of the pier head line

to a point approximately 1030 feet south of the present new windmill line, all the water lots so created to become the property of the harbor commissioners across the entire city front.

A subway is to be constructed east of the River Don for the purpose of carrying the city's industrial tracks on the east Don bank into the industrial district.

No track to be left on the level between Church and York streets.

The present Esplanade tracks to be rearranged east of Church street and to be used for public team track purposes under restricted switching conditions.

The harbor commissioners secure, as a result of the agreement, 180 acres of waterfront property capable of development for dock and industrial purposes.

The harbor commissioners propose to open a new waterfront street or marginal way with a width of 150 feet running from the foot of Cherry street to the foot of Bathurst street, and connecting the proposed boulevard drive from Bathurst street with the entrance to the industrial district on the east.

Finished in Three Years.

The new viaduct is to be completed within three years after the date of execution of the agreement.

In case of any dispute between the parties to the agreement in the course of carrying out the work, the matter in dispute shall be determined by the Dominion Railway Board, whose decision shall be final and binding upon all parties without right of appeal.

ONLY TWO OCEAN PORTS IN AMERICA AND NO LAKE PORT IN THE WORLD WILL EQUAL TORONTO'S NEW HARBOR

Next to the settlement of the viaduct controversy and the resultant assurance to the public that the long-talked-of Union Station and separation of grades along the waterfront will actually be commenced within a short time, the most important result of the agreement arrived at is in the shape of the development of the waterfront on the inner harbor.

When this agreement is carried thru the harbor commissioners will become the owners of the entire inner waterfront from Cherry street to Yonge street and as a result of other agreements with the Grand Trunk and Canadian Pacific Railway companies which the commissioners have negotiated during the past year, the waterfront now in possession of the railroad company will also pass into the possession of the harbor commissioners, and as they already own the waterfront from Yonge street to York street, the result will be that the entire waterfront of the city, from Woodbine avenue to the Humber River, will be in possession of the commissioners and available for development.

Magnificent Plans.

The magnificent plans made public by the harbor commissioners in November, 1912, provided for, but a small central dock development, and it was explained at that time that no general scheme for the improvement of the inner waterfront could be made public until some arrangement had been made with the private owners. East of Yonge street the commissioners owned about 40 per cent of the waterfront property, the balance being owned by various private owners and some parts by the railway companies, and it was impossible to work out a plan which appealed to all the different owners. The commissioners felt that the only way in which the waterfront could be adequately handled was by having it all under public control and leaving the eastern section in abeyance for the time being, and concentrating their efforts on an endeavor to secure control of the western section from York street to Bathurst street.

In this work they were ably seconded by the city, thru Works Commissioner Harris and Corporation Counsel Geary, and an agreement was made between the commissioners and the city, the C. P. R. under which the latter railway gave up to the commissioners the riparian rights belonging to its property from York street to John street.

In return for this, Lake street, from York street west, is to be closed and the C. P. R. is to be afforded every facility in establishing a freight terminal yard. For this purpose the water lot owned by the company in front of their present freight yard, from York street west, will have to be filled out to the new windmill line, and the company is to construct a crib across the front of this property, under the direction of the harbor commissioners, for the purpose of retaining this filling.

Part of the agreement made with the company provides that this crib, instead of being placed directly on the new windmill line, will be placed further out on the south line of the new street which will replace Lake street, and the harbor commissioners will reimburse the C. P. R. for the difference between constructing this crib on the south line of the C. P. R. property and constructing it at the south side of the new street.

Second Agreement.

A similar agreement has been made with the Grand Trunk Railway, which is the owner of all the property from John street to Bathurst street on the waterfront. The railway has agreed to construct a crib along the face of its property in similar position and under similar conditions to those made with the C. P. R. The harbor commissioners will fill in the water lots lying between the wharves on the Grand Trunk's property, and in return the railway transfers to the commissioners its riparian rights on the wa-

terfront. It was during the negotiations for these agreements that the appeal of the railways against the viaduct order was heard by the privy council at Ottawa, and at that time the C. P. R. suggested the new line, which has now been adopted for the construction of the grade separation works. The great bulk of the advantages of this new line is for the railways, thru simplifying the method of construction and also operation when the work is completed. The city's object of securing access to the waterfront without the interruption of level crossings would be equally well served by either scheme.

Two Inducements.

The new scheme, however, held out two great inducements to the city and the harbor commissioners. These were: in the first place, that a wider viaduct, capable of accommodating a much heavier traffic, could be constructed for the same amount of money which would have been needed for the erection of a four-track viaduct along the Esplanade, and secondly, the acquisition of the property necessary for the new line would result in a transfer of ownership all along the front from Cherry street to Yonge street, which could be worked out to the benefit of the public in the way of harbor development. This great advantage was seized upon at once by Messrs. Harris and Geary and representatives of the harbor board and the board of trade, and it was made one of the principal conditions of the agreement, from the city's point of view, that in carrying out the work the entire property south of the Esplanade to the new Windmill line, and from Cherry street to Yonge street should be purchased, and that after the necessary 230-foot strip had been taken out for the purpose of constructing the viaduct, the harbor board should be given an opportunity of securing all the remainder. When this was agreed to by the railway, there only remained the working out of the details of the agreement in order to protect the city from being called upon to pay any more, under the new scheme, than it would have paid under the old one, in order to have the matter settled and an order issued for the commencement of the work.

New Windmill Line.

What the acquisition of this entire waterfront by the Harbor Commissioners means to the city generally is illustrated on the accompanying plan. The commissioners propose to abandon the present pierhead line (which is known as the Windmill line), for two reasons: First, because the depth of water at the present docks along the waterfront is not sufficient for a vessel drawing more than 14 or 15 feet of water, and additional depth could only be secured by means of blasting the rock from the bottom of the bay, which is a very costly method of obtaining deep water, which can readily be obtained by carrying the pierhead line farther out and constructing the new docks where 24 to 30 feet of water will be available, simply by means of dredging. The second reason was that the street access could be obtained to all the docks and from the docks to any street at present leading to the waterfront.

By moving the pierhead line farther out into the bay this new street can be constructed and new wharves built, and the entire cost of the necessary cribbing and filling in is estimated by the Harbor Commissioners' engineer at five million dollars, for which the City of Toronto will have two and one-half miles of modern docks completely un-

der public control, a condition which does not exist in any other lake port, and in only two ocean ports in North America. This estimated cost of five million dollars does not include the construction of freight sheds or other appliances for the handling of freight, which would have to be met later as the demands of the business require.

In addition to the absolute control of the entire waterfront and the ability to construct new docks and a new public street along the waterfront, the Harbor Commissioners will, as a result of the viaduct agreement, own all the land between this new street on the south and the Esplanade on the north from Yonge street to Cherry street, excepting the strip 230 feet wide which will furnish the site for the viaduct itself. This will add to the commissioners' ownership 180 acres of land in the very centre of the city, available for industrial purposes, and will be of immense value in the shape of the revenue it will furnish to aid in carrying out the complete plans of the commissioners.

AGREEMENT WAS REACHED AFTER MUCH HARD WORK

After several months of negotiations between the representatives of the G. T. R., the C. P. R., the city and the Toronto Harbor Commissioners, an agreement has finally been reached and approved by the board of control for the construction of a viaduct which will elevate all the tracks along the waterfront of Toronto, with the exception of certain tracks which will be left on the level east of Church street and west of York street for team track purposes, over which level tracks cars will be moved only during certain restricted hours.

RESULT OF HARD WORK.

The agreement is the result of a great deal of hard work on the part of Mayor Hocken, the board of control, Works Commissioner Harris and Corporation Counsel Geary, who have carried on the negotiations for the city, and as completed, it will give Toronto a much more satisfactory separation of grades along the waterfront than would have been possible under the viaduct as originally ordered.

Since the new line was first suggested by the C. P. R. during their appeal to the privy council early in January, numerous conferences have been held in Montreal between the parties interested, for the purpose of working out a basis which would be satisfactory to all parties for the construction of the viaduct on this new line. Chief Commissioner H. L. Drayton of the Dominion Railway Board, who was instrumental in securing for Toronto, as counsel for the board of trade, the original viaduct order, has been very much interested in working out a satisfactory basis for the new line, and has presided at each of the conferences held, and it is owing largely to his interest and hard work that an agreement satisfactory to all parties has been reached. This agreement will be signed by the mayor and Works Commissioner Harris for the city, and by the executives of the Toronto Harbor Commissioners, the C. P. R. and the G. T. R., and will then be incorporated in an order of the railway board.

The act empowering the railways and the harbor commissioners to expropriate all the lands south of the Esplanade, from Yonge street east to Cherry street, was passed by parliament and the senate shortly before the close of the last session in order that there might be no delay in proceeding with the work when the agreement was finally ratified.

TEN THOUSAND INCHES OF SKIN CALLED FOR

Otherwise Buffalo Death List Will Be Greatly Increased, Say Doctors.

BUFFALO, June 26.—(Can. Press.)—Over 10,000 square inches of skin must be given for grafting purposes if the death list of the Husted elevator explosion fire is to be kept from reaching far more appalling proportions, according to conservative estimates of physicians in attendance on the injured at the various hospitals.

To meet this demand the services of between 200 and 300 volunteers will be required. In individual cases a friend or relative has offered his skin, but the Husted catastrophe leaves no alternative but public appeal, which hospital authorities will make as soon as the exact conditions are known.

No more bodies had been recovered from the ruins this morning and firemen were still pouring water into the wreckage.

TRAFFIC ENQUIRY STANDS TILL FALL

Ontario Railway Board Held Final Summer Session Yesterday.

The examination of the Ontario Railway Board into the street traffic conditions of Toronto stands over until Sept. 15. This was the decision of Chairman McIntyre yesterday when both city and railway lined up witnesses to give evidence. H. S. Oiler, K.C., for the company, claimed that data at his disposal was too meagre to admit of procedure as yet. He urged postponement because their system of checking was so thorough as to demand more time. Assistant City Solicitor Fairly, on the other hand, argued for the continuance of the case at once, but in view of the approaching vacation season the board decided to hold the matter over.

This concludes the outstanding work of this tribunal for the summer months. Within a short time, however, the intention is to visit the Chats Falls district near Ottawa, and obtain a practical knowledge of the value of the islands in question. The position of the hydro-electric commission and the owners will then be taken before the board in September.

AUTO POLO WILL START TOMORROW

Exciting Games For Exhibition Park Saturday and Next Week.

An evidence of the popularity of auto polo is the interest taken in it by horse polo enthusiasts. A local man who has been interested in horse polo for years, and who has a wide reputation as an expert, returned a few days ago from New York and in an interview expressed himself as amazed at the new game. He said that he had always been under the impression that horse polo was about the fastest thing in sport a person could wish for, but when he witnessed a game of auto polo he was thrilled beyond expression. The wonderful speed of the cars used and the dexterity of the driver and the mallet man was even difficult to imagine. How these men managed to get around one another going at such a terrific rate of speed was beyond comprehension. Some of the best auto polo teams in the world will be

BOY FORGER'S STIFF SENTENCE

CALGARY, June 26.—(Can. Press.)—One of the stiffest sentences known here was handed Frank Burns, aged 20, who was given ten years for forging cheques to the value of \$140. The boy was out on probation after sentence for a similar offence and immediately started his old ways.

EMPRESS OF JAPAN AT HONG-KONG

The C. P. R. steamer Empress of Japan arrived at Hongkong yesterday.

SHOT BY INSANE HOMESTEADER

RUSH LAKE, Sask., June 26.—(Can. Press.)—J. J. Horrigan, merchant, was shot today by an insane homesteader, and is in a critical condition. The would-be murderer is under arrest.

LEIPZIG, Germany, June 26.

The imperial supreme court today convicted a former policeman named Jaehncke of Wilhelmshaven, on the charge of espionage, and sentenced him to six years' imprisonment. Jaehncke, with two other policemen and a German naval warrant officer, obtained possession of a navy signal book, which they sold to England or France.