

vated from the piers and approaches to the western bank for transportation to the Bloor Section. Fig. 3 is a view looking eastward, showing the form work and concreting operations on two piers near the west approach. It shows also a portion of one of the west approach cross-walls in which provision is shown for water mains and for the lower deck to be added in the future as the city's transportation scheme materializes. These western piers of the Don Section are shown to advantage in Fig. 5, where they have practically attained their height to base of steel.

Fig. 7 shows recent views of the east approach walls and of Pier A. In the left-hand illustration two of the interior walls are shown partly completed. The reader's attention is called to the height of the bank which gives a better idea than Fig. 1 or the illustrations of the piers, of the height which the bridge will attain.

The Rosedale Section is similar in general design to the Don Section, involving an equally pleasing combination of steel and concrete. Its design was outlined in *The Canadian Engineer* for December 17, 1914. This structure is about 600 ft. long and includes a 190-ft. span of three-

On both sections concrete work has been advanced sufficiently far to permit the erection during the winter months of the steel superstructures. The concreting on the Rosedale Section is about 75 per cent. completed, and on the Don Section about 50 per cent. completed.

About one-third of the Bloor Station fill is already in place, and the work is progressing favorably. A portion of the material was supplied from excavation work for the piers and abutments of the Don and Rosedale Sections, and a portion of it is being received as free fill.

The contractors for the Don Section are Messrs. Quinlan and Robertson, the contract having been awarded to them by the city in December, 1914. Subsequently this firm awarded a sub-contract for steel to the Hamilton Bridge Works Company, Limited. The contract for the Rosedale Section was awarded in February to the Dominion Bridge Company, Limited, who, in turn, let a sub-contract for excavation and concrete work to the Raymond Construction Company, Limited.

The bridge was designed by, and its construction is proceeding under the supervision of, the Railway and Bridge Section of the Department of Works, Toronto.

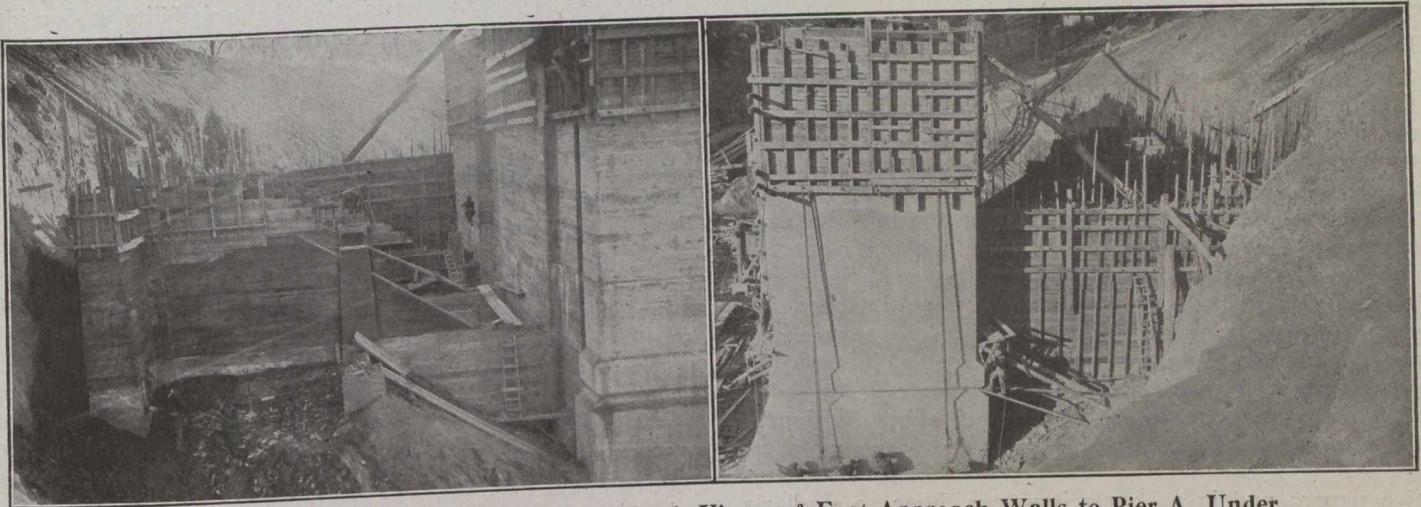


Fig. 7.—The Don Section—South and North Views of East Approach Walls to Pier A, Under Construction, November, 1915.

hinged, four-ribbed arch construction, with a 64-ft. rise. There is another span of 80 ft. in its western portion corresponding in design to the 80-ft. span in the western portion of the Don Section. There is also a retaining wall 170 ft. in length extending from the west abutment of the bridge toward Sherbourne Street, its design conforming with the general design of the structure.

Rapid progress has been made on the Rosedale Section, as is evidenced by the illustrations shown in Fig. 4, one showing the site in April when the contractors were installing their plant, and the other a recent view with several of the piers completed and the others well under way. Fig. 6 is a view of the west approach cross-wall of this section. It clearly shows the provision made, as in the case of the Don Section, for the construction of a future lower deck, and for water mains, conduits, etc. The reader will remember that the present construction is based upon a design 86 ft. in width for both sections, this width providing two 20-ft. roadways, two 10-ft. side-walks and two street car tracks at approximately 12-ft. centres. The floor system consists of concrete slabs supported on steel, and the provision made in the design for water mains, etc., and for the future underground railway system is below this deck.

MONTHLY RAILWAY RETURNS.

The Grand Trunk Railway Company reports net earnings for October of \$1,353,000, an increase of \$309,000 over the previous year, or 29 per cent.

Net profits of the Canadian Pacific Railway for October were \$6,579,434, an increase over last year of \$3,258,106. Gross earnings were \$13,443,214; working expenses, \$6,863,780. For the four months ended October 31 the figures are: Gross earnings, \$40,413,207; working expenses, \$22,845,754; net profits, \$17,567,453. In October, 1914, net profits were \$3,321,328, and for the four months ended October 31, 1914, \$14,820,980.

The Canadian Northern Railway's October return is as follows:—

	1915.	1914.	Increase.
Gross earnings	\$3,678,500	\$2,578,300	+ \$1,100,200
Expenses	2,421,500	1,859,100	+ 562,400
Net earnings	1,257,000	719,200	+ 537,800
Mileage in operation ..	7,260	6,866	+ 394

At the second annual convention of the City Managers' Association, held in Dayton, O., in November, Mr. M. H. Hardin, vice-president of the association, said, in part: "The elimination of political influence in administrative affairs can best be effected by appointment. I do not mean that a trained or skilled man cannot be elected to a municipal position but, that trained men in most every line are usually so much in demand that they are too busy to aspire to political positions."