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lake, either by the present opening from Ashbridge's Bay or by a new one situated west of it."

*Memo.*—From the foregoing it is evident that the writer gave the subject his careful consideration, and he has, therefore, little new to add. However, it may be stated that the purpose of the report quoted was for view from a general standpoint, and did not require an opinion on the work done such as the position of the "sanitary" channel between Toronto and Ashbridge's Bay.

It may also perhaps be helpful to remind the Council that when the treatment of the marsh area was considered by the writer in his report of May, 1890, the proposed channel then suggested was for commercial purposes, and on the understanding that it was the desire of the Harbour Board, the Grand Trunk Railway Company, the Dry Dock Company and the Gooderhams that the present Don channel be kept open along their frontages.

Again when the agitation was commenced with a view to improve sanitary conditions in Ashbridge's Bay, the writer, as City Engineer, obtained authority to make a dredged cut from Toronto Harbour eastward through the ill-advised dyke and the marsh, on line of former open water (about three-quarters of the distance from Gooderham's wharf and the eastern entrance pier), and that a commencement was made on this work, when the Harbour Board entered objection for some reason and operations were suspended.

W. T. J.