

itself. The second section effects a similar crossing of the Rosedale Ravine, which runs easterly along the southern border of a beautiful residential section, providing a well-wooded and parklike drive, and connecting with the Don valley at a point a short distance south of the proposed viaduct.

The third section of the undertaking, known as the

length and the adjoining spans are each 240 ft. long. On the outer sides of these are similar spans 158 ft. in length and there is, on the west approach, an additional 80-ft. span.

The progress of the work this year is clearly shown in the accompanying photographs, Fig. 1 of which illustrates the site during early spring operations. The con-



Fig. 4.—The Site of the Rosedale Section as it Appeared on April 8th and October 7th, Respectively.

Bloor Section, does not involve heavy construction work and comprises only an extensive fill with a paved extension of Bloor Street along the south bank of the ravine to join with the Rosedale Section in such a manner that, including the Parliament Street intersection, a junction is effected for east, west or southbound traffic.

The first or Don Section is, of course, the most

tractors, Messrs. Quinlan and Robertson, with the greater portion of their plant installed, were at that time excavating to rock for the pier foundations. While considerable difficulty, due to infiltration of water, was experienced in one or two locations during excavation operations, the work proceeded satisfactorily and, in general, was sufficiently far advanced to permit the placing of considerable

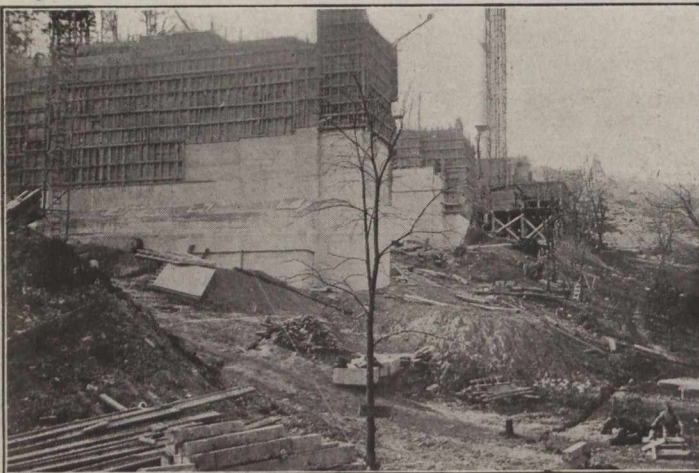


Fig. 5.—Form Work on Piers F and G—Don Section, Looking West.

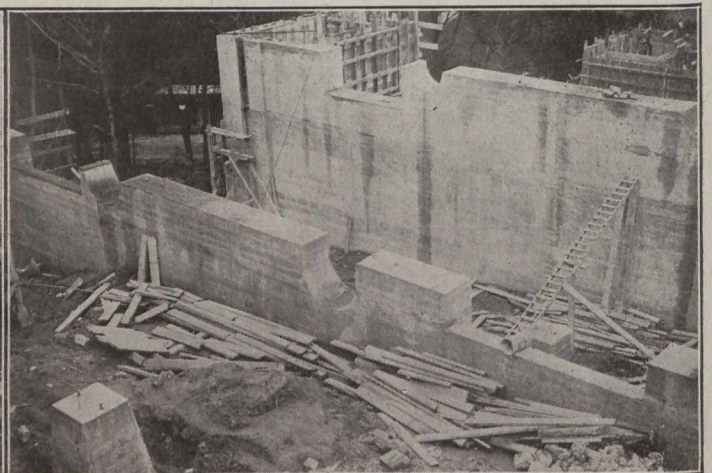


Fig. 6.—West Approach, Rosedale Section, Showing Provision for Future Lower Deck, Water Mains, Etc.

extensive. A description of its general design appeared in *The Canadian Engineer* for October 29th, 1914. Briefly, it comprises a steel viaduct with reinforced concrete piers and approaches. The steel work includes five spans of three-hinged, four-ribbed arched construction. The bridge is 1,618 ft. long and attains a height of 130 ft. above the river. The river span itself is 281½ ft. in

concrete with the advent of favorable spring weather. In Fig. 2 a general view is given showing the principal piers of the Don Section as they appeared two months ago. The view shows the concreting towers in the valley and illustrates well the compactness of the contractors' plant. The cableway, a tower of which is shown in the central portion of the view, was used to convey material exca-