

## DRIVES LAST RIVET IN DON VIADUCT

## Steel Fabric of Don Section of Bloor Viaduct is Completed

viduet, was witnessed by representa-  
tives of the contractors, the civic  
works administration, Board of control,  
and the residents of ward one and ward  
two, who were mass hearing the  
testimony of the witness. The  
Black, engineer for the general con-  
tractors, promised that the deck  
would be completed about four  
months.

If I think intent of purpose concerning  
for anything in driving a rivet, then  
the witness stated that he was  
in the presence of the witness, the  
man "That's all, Mr. Cator," above  
the clattering noise, clatter grima-  
cing to the hammer and continued clatter-  
ing noise, the witness stated that he  
fied time. His throes were ex-  
hausting, however, were recognized by the  
contracting, and he was given a hearty

Compliments Contractors.

Reviewing the history of the  
contracting industry, the witness

the mayor complimented the contractors on the splendid progress made. He stated that there was much criticism of Mr. Harris, the commissioner of works, and declared that he did not want him interfered with. The gathering was assured that the commissioner was a faithful servant of the city, and would endeavor by every possible means to have the work completed as soon as possible. There was no trouble about financing the work. They could dismiss that from their minds. Everything had been provided.

The representatives of the city council and the ratemakers of the outstanding urban districts of the city completed before winter sets in. Ad. Saks stated that it was one of the greatest successes of the city council that the district of the city should be left in use as a centre of the city as soon as possible. Between forty and fifty thousand people would be able to suffer unincorporated and the city would have the city and the department to have the work in the city. The city council had to be proud of the victor, and stated that the work would be returned from the city council and the city council in developing Toronto into a great city in Canada. Ad. Saks stated that the city council had to be proud of the work at once in order to get as early as possible to the greatest number of people who had business in the city. The city council had to be proud of the work at once in order to get as early as possible to the greatest number of people who had business in the city. The city council had to be proud of the work at once in order to get as early as possible to the greatest number of people who had business in the city.

**Have Lost Money.**  
Dr. J. A. Macdonald said he was disappointed in the money made by the contractors, and hoped that some advantage would be taken of the good weather to finish the work before Christmas. Controller Foster also said that the contractors had made a profit on the contract for the viaduct, and thought that an effort should be made by the commissioner of works to have it open for traffic before winter. It was very possible to complete the work by the end of the year.

W. B. Champ of the Hamilton Bridge Co. stated that the viaduct would be among the finest in the world, and that it would be impossible to find a better place of steel anywhere. He announced that the company had lost about \$100,000 on the contract, but stated that it was not a loss at all, as a large part of the viaduct, J. B. Harris and Engineer Jack of the Bridge Company also spoke.

With Quinn and Robertson as the main contractor, the work will be completed by December 24, 1914, and the work will be completed by December 24, 1917. The centre span just completed is 100 feet in length and 12 feet 6 inches in length. The two end spans are each 158 feet and two spans adjoining them are each 240 feet in length. The deepest foundation is 40 feet below the surface of the general valley level, and from the top deck to the level of the G.T.R. track is 120 feet. The contract price for the work is about \$475,000, and the value of the material and work carried out to date is \$178,000. Of this amount the contractors have been paid \$746,000, the difference being raised by the completion of the work. There are about 5,500 tons of steel in the viaduct.

The total cost of the work, including building, land damage, etc., is \$2,500,000.

**YOUR CHANCE TO TRAVEL.**

Those intending making a trip to Western Canada should take advantage of the low return rates now in effect. Tickets on sale every Monday to Oct. 23. Call for literature and complete information at Canadian Northern Railway city ticket office, 52 King street east.

**HELD AS VAGRANT.**

James Mickle of 23 Beverley street, who wandered into Agnes Street Police Station on Sunday night, and handed over a rusted trifling trinket as a valuable diamond ring and a gold watch, came up in the police court yesterday on a charge of vagrancy, and was ordered to be removed to the reception hospital for examination.

**HAD RIBS BROKEN.**

While working on the C. F. R. at Shaftesbury and Summerhill avenues, yesterday noon, Peter Muth, 108 Elm street, employed by Wells & Gray, railway contractors, had three ribs broken when he fell.

Do you wish to buy or sell? Look over the classified advertisements and see how interesting they are.

This image shows a completely blank white rectangular area, which appears to be a scanned page from a document. It is surrounded by dark, irregular borders, likely representing the edges of the scanner or the paper itself. There are no visible markings, text, or figures on the page.