

Harbor-Terminal District, Toronto Harbor Improvement

Besides the improvement of the harbor-terminal district, the Toronto Harbor general plan includes boulevards, parks, bathing pavilions, beaches, restaurants, amusement parks and all of the other attractions necessary to the beautification and enjoyment of a modern water front, but owing to present conditions it is thought advisable to concentrate first on the completion of the harbor-terminal district so as to provide sites for the industries which wish to locate in Toronto, many of which are connected with munitions manufacture.

The other portions of the work have not been entirely neglected, however, and a certain amount of preliminary work has been accomplished throughout from the very easterly boundary of the Harbor Commissioners' jurisdiction, which is at Kew Beach just east of the Woodbine race-course, and just east of the harbor-terminal district, to the westerly limit, which is at the Humber River.

The harbor front will end, at the Humber River, in a neat curved bastion, or retaining wall, which has been designed to improve the appearance of the mouth of the Humber River as well as to retain the fill at that point. The design of this wall and the necessary stability analysis has been completed, and work had started on the pile foundation when it was held up by litigation over property ownership.

From the Humber River to Bathurst Street, or the western channel, the Harbor Commission's work consists of the construction of a breakwater and the reclamation of the land along the water front necessary for the boulevard, parkways, board walk and amusement areas which it is proposed to locate along this section.

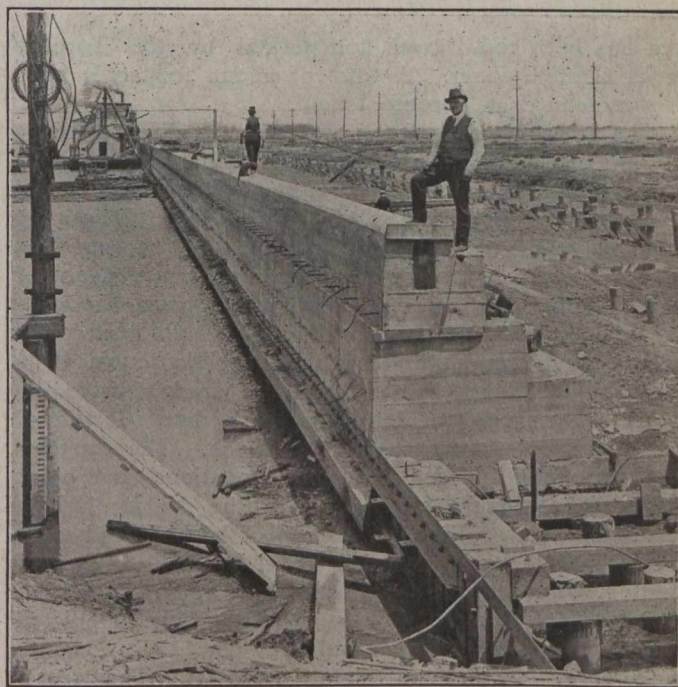
Ninety per cent. of the reclamation work or fill has been done from the Humber River to Beatty Avenue, or a little more than two-fifths of the way from the Humber to the western channel. The Keele Street, and Roncesvalles Avenue storm sewers have been extended to the new beach line and beyond, so as to discharge south of the breakwater. The breakwater along the western section is being constructed at an average distance of about 350 ft. from the new beach line and will be about 19,700 ft. long from the Humber River to the western channel. The cribs for 4,500 ft. of this breakwater have been completed (in $4\frac{1}{2}$ sections of 1,000 ft. each) and are ready for the superstructure, which will be mass concrete. The top of the cribs have been floored as the bottom form for the concrete.

The cross-section of the cribs is square, 16 ft. x 16 ft. wide. They are built up of 10-in. x 10-in. bolted timber, filled with stone varying from 10 lbs. to 200 lbs. each. The concrete cap is 8 ft. high, the whole being standard close-face crib construction.

By fall, four million yards of fill will have been placed between Beatty Avenue and the Humber River, completing the reclamation work in that territory. Just north and west of the western channel, 1,700,000 cu. yds. of fill are being placed, of which about 1,000,000 yds. are for park purposes. At this point the Garrison Creek and Bathurst Street sewers are being jointly extended beyond the breakwater. The Spadina Avenue sewer is also being extended and in the eastern section of the city, the Booth Street, Logan Avenue, Morse Street, Carlaw Avenue and Leslie Street sewers will soon have to be extended.

The three most westerly sections, of 1,000 ft. each, of the western breakwater cribs will be capped this year. Another $1\frac{1}{2}$ sections of cribs have been completed, adjoining the western channel, and may also be capped this year.

In order to accommodate the various aquatic clubs which will eventually locate on the Harbor Commission's



Ship Channel Wall, Typical Construction Mass Concrete on Piles

property, and more particularly to facilitate access for the present to the Parkdale Canoe Club House, a small steel foot bridge extending from King Street, at the foot of Wilson Avenue, across the right-of-way of the Grand Trunk Railway to the lake front, was erected. The steel was fabricated by the Dominion Bridge Co., and was