

near the marsh front, a distance of 6,800 feet, was undertaken in 1887 and completed, as far as then required, in 1889, with the result that a large area of low, wet land was reclaimed, and a much improved sanitary condition of the neighbourhood brought about.

In 1882 a considerable sum of money was spent by the Harbour Commissioners in "protecting" the Don channel by the introduction of a line of sheet piling from Cherry Street westward opposite Gooderham's wharf, thence by crihwork on the same line to the west side of Berkeley Street produced.

This line of crihwork was intended to protect the Don channel from the inflow of sand working northward from the eastern gap, just formed, while it had the adverse effect of discharging the silt from the River Don westerly and close along the wharf heads.

From cross-section measurements taken on the improved Don channel between Winchester Street and the Grand Trunk Railway bridge (a distance of 6,800 feet) in 1889, and repeated in November, 1891, a deposit of 137,000 c.y. had been made. Again, from measurements made in April last (after the spring floods) a total deposit of 172,000 cubic yards was found, shewing that the channel became gorged within two years after its formation. Hence, it is evident that a large quantity of solid matter is annually deposited in Toronto Harbour.

The diversion of the Don to the marsh area will be the means of making up land, inasmuch as the quantity of sand and silt discharged per annum, by this stream, cannot be less than 75,000 cubic yards, which, if consolidated to a depth of 10 feet, will equal above five acres of made land per annum.

Some years ago the Harbour Commissioners acquired land to the south of the Grand Trunk Railway and near that company's bridge over the Don River, for the site of a relief channel leading to the marsh in the supposed course of the contemplated Don Improvement works, and a small cut was dredged for a few hundred feet southerly, but being out of line of the improved channel to the north, and not of as great dimensions as that of the old channel it consequently only afforded partial relief.

To prevent further deterioration to Toronto Harbour, and to obtain the benefit of the material brought from this source it is now advised:

That a new channel for the Don be constructed (at a width of 125 feet and a depth of 14 feet below low water) southerly and in prolongation of the present channel between King Street and the Grand Trunk Railway bridge, thence to and across the Ashbridge's Bay channel from Toronto Harbour, and almost to the Island bar, a total distance of 4,800 feet, with minor leading channels diverging therefrom in the marsh area, and, if found advisable, to an enclosed area at the east side of Toronto Harbour.