

sidered, but none of them possess merits in proportion to their cost, and we have, therefore, confined the plans and descriptions to those above enumerated.

On taking a general view of the projects thus sketched out, it will be seen at once that they are all large and expensive. The cheapest will cost the City nearly three-quarters of a million dollars and the Harbour Commissioners over two millions more, making nearly three millions for the two bodies to contribute. From this sum the estimates for the different schemes rise to over four and a half millions for the most costly.

It must be noted, too, that the estimates do not include railway tracks and freight sheds for the wharves, nor paving for either streets or wharves. The magnitude of the proposed works is also on a commensurate scale; a mile and a quarter of street is to be doubled in width in a place where it must be done either by destroying valuable property or building costly works; the St. Lawrence is to be banked out along a mile of one of its most violent parts; the whole central section of the Harbour is to be remodelled and over three miles of deep water wharfage built new.

On comparing the different schemes it will be seen that No. 1 is that which most disturbs existing conditions. It proposes to build a broad earth embankment, as high as the present wooden dyke and of the same length. This high embankment and street would be below the level of St. Paul street, at St. Sulpice Street and eastward, but at Custom House Square and all westward the approaches to the Harbour would be banked across as high as by the wooden dyke; but unlike it, the high level street would have no openings leading through to the wharves. All traffic between this part of the City and the wharves would have to be carried on over the elevated street, involving an ascent or descent of fifteen and a half feet on the Harbour side and seven feet on the City side, at Custom