

preserve nearly their present level: to keep out floods by a strong masonry parapet wall, built upon the revetment wall to above flood level; to raise the wharves some three feet, and to give access to them by ramps with suitable openings, which would be closed at flood time by strong iron water-tight gates.

There would be ten double ramps and one single one for carts, and one for railway tracks, with a lift of only seven feet. The present revetment wall would have to be replaced by a new and much stronger one, and the ramps would also have to be rebuilt. The cost of land and building would be as heavy as in Scheme 1. The new ramps, revetment wall and parapet make the works expensive also.

The estimated costs are:—

For Works.....	\$2,456,461
For Land and Buildings.....	2,128,528
Total.....	<u>\$4,584,989</u>

SCHEME 3.—This scheme contemplates widening Commissioner and Common streets to 100 feet by encroaching upon the Harbour property east of St Peter street, and upon private property west of that point. For flood protection it proposes a parapet wall built upon a new revetment wall, and having openings leading to ramps which give access to wharves at low level. The openings in the parapet would be closed in winter by iron gates. The ramps would be numerous, of easy grade and of only seven feet rise from wharf to street level. The encroachment of the street upon the present wharves is compensated for by moving out the line of proposed new shore wharves.

The other features of the scheme are similar to those of Scheme 2.