

by following the canal embankment and passing underneath the railway swing bridge.

Access to the outer wharf will be had by means of a floating pontoon at the upper end, 200 feet in length, and 30 feet wide, to be put in position in the spring and removed to a place of security on the close of navigation.

These wharves will be raised $10\frac{1}{2}$ feet above summer level, or 2 feet above those of the present harbour.

The constructions will be of the most solid and substantial character, to enable them to resist the impact of ice; the cribbing $30\frac{1}{2}$ feet in height, will possess a width of twenty-one feet on the bottom and eighteen feet on the top, with a front batter of 1 in 10, and plumb in rear; filled from the bottom to the level of summer water, with stones, and from thence to the top with material from the dredging. From the distance of one foot under low water, to the top, the exposed face will be sheeted with 4 inch tamarack planks, securely fastened to the timbers of the superstructure with iron straps and spikes. The top of the wharf over the crib-work, will also be protected in a similar manner with tamarack planks, and the remaining portion of 82 feet in width, covered with pine plank 3 inch thick resting on timber sills placed 4 feet apart secured to subsills in order to prevent the floor being disturbed when covered with water and ice during the periods of inundations. The outer slopes will be covered with a rip-rap wall 2 feet thick to protect the embankment against the cutting action of the current.

The cost of the work at this point will be about as follows :

	Cost. Per square foot.	Cost. Per lineal foot.	Cost. Per lineal foot.	Length of Wharf. feet.	Square feet.
1st wharf near city,	\$100,421	\$0.99	\$116.77	1000	101,000
2nd wharf on opposite side,	\$119,570	\$0.93	\$ 91.77	1300	130,000
Total	\$229,991			Ft. 2300	231,000

costing on an average 0.95 cents per square foot of surface.

By running a street 40 feet wide in rear of each wharf, and dividing the space intervening between it and the front into lots, furnishes 11 of 200 feet in length by 60 feet in width, or equivalent to 12,000 square feet each.

These lots could be advantageously leased to parties engaged in shipping business, and a revenue derived therefrom, which would go far towards meeting the interest on the first cost, leaving the dues from vessels occupying berths to pay the balance, and form a sinking fund for the liquidation of the debt.