

one single one for carts, and one for railway track, the former being thirty feet wide and fourteen feet high with a grade of one in twenty; that is, they would be half the steepness and a half more roomy than the present ramps, but of a half greater height to climb.

Reference to the plan will show that the street and new ramps would not materially interfere with the wharves, and that the flood protection and street widening could be carried out either with or without the Harbour improvements.

The cost of this scheme would be very great, both in works and land damages. Besides the raising of the streets, the revetment wall would have to be entirely rebuilt and of greatly increased height and strength; four entire blocks of buildings would be permanently swept away, and practically the same would be done with all the other buildings fronting on the Harbour from Bonsecours Market to Prince street. Land amounting to over 350,000 square feet would have to be purchased outright and permanently retained.

The scheme could, of course, be modified and reduced in cost by adhering more closely to the existing line of ramps, and by saving more of the valuable block between St. Peter and McGill streets, but the opinion of many who have considered the matter has been in favour of a liberal widening and rectification of the street lines, and this we have endeavored to embody in this scheme.

The estimated cost of the scheme as drawn out is :—

For Works.....	\$2,496,227
For Land and Buildings.....	2,128,528
Total.....	<u>\$4,624,755</u>

SCHEME 2.—In this it is proposed to widen Commissioners and Common streets on the City side to 100 feet to