

July 9th 1874, that the grounds colored green upon that map, make no provision for the location of the work shops in the vicinity of Palace Harbour ; but embrace only such as may be required for necessary sidings, and the extension of a freight track to deep water.

Therefore, if the work shops are eventually to be built in that locality, it will be necessary for the Company to obtain a much larger concession of ground from the City Authorities than is provided for upon that map.

3. By adopting the line now recommended and shown upon the map, dated 13th August, 1874, it will be observed that it approaches considerably nearer to the inner angle of the harbor, and thus saves the unnecessary expense of filling up the outer portion of the harbor for the purpose of erecting work shops ; and it also saves the expense of constructing a large amount of wharfing in deep water, which, by the terms of the City Ordinance, the Company is bound to do, in consideration for the wharfage room taken from the City.

4. The grounds designated upon the map dated July 9th, 1874, leave a considerable triangle within the Palace Harbor, fronting St. Paul and St. Roch's streets, entirely unutilized for any purpose ; whereas the grounds designated upon the map dated August 13th, include this triangle, and make it useful for sidings, &c.

5. It is believed that the cost of right of way through private property, west of Palace harbor, will be less upon the line now recommended than upon the line adopted on July 9th, 1874.

6. If any serious or unforeseen difficulty should hereafter be found in passing through Prince Edward street, as I have much reason to fear there will be, the line now recommended may be easily turned into Commissioners