

the lines through St. Sauveur, I would respectfully suggest, that the Board refer the matter to a select committee, with power to present the subject to the proper authorities; and also to employ one or more competent appraisers, who shall prepare a reliable estimate of the cost of the right of way preparatory to the final action of the Board.

It would also be well for the Board to become fully advised as to the extent of the liability of the Railway Company, to pay damages to the owners of property fronting streets, through which the line may pass; as upon this question will depend the expediency of locating the line, either in the center, or upon one side of the street.

Being entirely ignorant of the law in such matters, I have drawn the line as near as may be through the center of Commissioners street, instead of upon one side, as was done in the case of Prince Edward street.

For convenient reference, and to avoid confusion, I have prepared three maps to accompany this report, as follows:

1. "Map of the line in the vicinity of Quebec. Scale, 400 feet to the inch," which shows the center line as herein recommended for location, through Commissioners street to the westerly limits of the city, and thence the two routes above referred to, up to their intersection with the line as adopted by the Board, in 1872.

- 2nd. "Map of the line within the City of Quebec. Scale, 100 feet to 1 inch," upon which is delineated that portion of the line now recommended for location from St. Paul's Market, through Commissioners street, to the city limits. Upon this map is also designated in "green," the area of land that will be required for depot, work shops, engine house, and siding purposes at the eastern terminus of the Railway; together with the width of the right of way, that