

fare, which the Government location contemplates doing, and which, of course, should be avoided at any expense, in a city, where possible.

In reply to your second query, a green line, shown on the plan from E to F, being that negotiated between the Government of Nova Scotia, and the Admiralty and War Department, in 1854-5, would not only be feasible, but would be the most direct route into the city. It would also allow the best grade. It would be attended with the drawback of requiring 1,400 feet of tunnelling, costing \$70,000, and would pass in close proximity to the Hospital, Officers' Quarters, &c., &c.

In reference to your third query, I have to report that a red line—shown on the plan from A to B—from near the located line at Richmond to West's Wharf, gives a most desirable route, available, without any negotiations; giving far better grades than the line already located, with a tunnel under the public roadway of only 800 feet, costing \$40,000. With this line, or the other lines on a low level, the Passenger Depot could be located at West's Wharf, as shown on the plan, which would bring it 2,000 feet more into the city than if located at North Street, not only giving greater facilities for shipping and mercantile purposes, but allowing for the further extension along the wharves South. In addition to the above \$40,000, would be the cost of retaining walls at the mouth of tunnel \$6,000, and constructing the line from North Street \$6,000, to West's Wharf—\$12,000, making the whole cost of construction in excess of the present Government route \$52,000. From the best information I have obtained I find the cost of property along the route would be \$125,000, and all the wharf property required another \$125,000, making in all \$250,000; from this sum would be deducted the re-sale of the same property—minus the new street—say \$75,000, leaving the net amount for property \$175,000, being \$227,000 excess of cost over the present Government line, for the line marked in red on the plan from Richmond to West's Wharf.

The entire excess of cost, including value of property, of the improved line, following the Government route, to the Station at low level on Water Street, with extension to West's wharf, would be \$193,000.

I am, Sir,

Yours truly,

HENRY A. GRAY,
Civil Engineer.