

The objections to the latter plan would be the amount of property damages, and the difficulty of moving heavy trains on so sharp a curve. On the other hand the turntable would be highly objectionable, if only on account of the delay caused by it, while there are many other practical difficulties, both in the construction and working of it, which it is not necessary to enumerate.

The only method of connecting the track in this direction, which would give a good alignment, but which would involve great expense, would be to carry the line along Pond Street to the intersection of Sewell Street, and thence by a tunnel through Chipman's Hill into the Market Square. Rejecting the idea of the turntable, it will be a question for future consideration, should the connection of the tracks be deemed indispensable, whether the cost of the tunnel or the amount to be paid to the wharf owners, as property damages, would be the greater. The total distance from the diverging point at Gilbert's Island around Reed's Point to the connection at Mill Street is 3 1-10 miles nearly. From the track along Water Street a branch could be run on to each wharf, thus connecting the railway with the greater part of the wharf accommodation of the City, and possessing all the advantages of the formerly proposed plan of running across the heads of the wharves, at, I believe, much smaller cost.

The data in my possession are too imperfect to enable me to make a reliable estimate of the cost of the work, but it will be seen that the line proposed damages private property as little as could be expected in a line encircling the whole City.

If the whole scheme cannot, at present, be carried out, an extension might be made to Robertson's Wharf, which would of itself be a great accommodation, and would not be expensive, as the track could then be carried along Smyth Street. It is only in providing for a connection with the track through Water Street, that this portion of the line becomes expensive.

The present accommodation for unloading heavy freight in the St. John Station yard is already felt to be insufficient, and if the trade increases in the same proportion as it has hitherto done, some other outlet will be found absolutely necessary.

I have the honor to be

Your obedient servant,

J. EDWARD BOYD,

RESIDENT ENGINEER.