

The question of the City giving the C. P. R. exclusive rights over the 30 feet railway strip on the west side of the channel was discussed at length, and, as it appeared under the Don Act, the City had not the power to give exclusive rights to any one railway over the said strip, it was decided to set apart a special strip, with regard to which the City could enter into any agreement that might be considered advisable.

It was then suggested that a dock reserve should be added for the unloading of goods, or for a promenade, and also that the east side of the channel should be uniform with the west. This was agreed to, and on going over the figures, it was finally decided that the reserves should have the widths which are now shown on the plan as registered, that is, on each side a dock reserve of 23 feet, two railway reserves of 26 feet each, and a roadway of 50 feet. The land surveyors were then instructed to prepare a plan accordingly, and, when doing so, put the words "Special Railway Reserve" on the strip with regard to which the C. P. R. was to make arrangements on the west side, and the same on the corresponding strip on the east side. I did not consider myself justified in putting either C. P. R. or G. T. R. on any reserve, when no actual agreement existed.

Yours very respectfully,
(Signed)

C. SPROATT,
City Engineer.

Re DON IMPROVEMENT.

January 2nd, 1889.

DEAR MR. SPROATT,—I beg to acknowledge the receipt of yours of the 31st ult., re this matter, but the information contained therein is not as full as I would like it.

You say that "it was decided at the meeting held in the Mayor's office, to set apart a special strip (for the C. P. R.), with regard to which the City could enter into any agreement that might be considered advisable."

Was this decision communicated to and approved by the Council of last year? Then again, as I understand it, the Canadian Pacific Railway are now constructing a bridge across the Don at Winchester Street, which will enable them to pass on to this special strip, but that no other railway will be enabled to use it. This is clearly a departure from the original intention, and, as you know, the Grand Trunk Railway authorities have already complained that the Canadian Pacific Railway will thereby obtain undue advantages over other roads.

What have you got to say to this?

Then again, I want to know whether Mr. Sankey was acting for the Canadian Pacific Railway or for the City, in preparing these plans? I understand he made the survey for the Canadian Pacific Railway.

Please reply to these queries fully at once.

Faithfully yours,

(Signed) E. F. CLARKE.

C. Sproatt, Esq., City Engineer.