

safety and regularity is now established beyond a doubt. The cost of the experiment is not to be weighed against the advantage of the result; but it was indispensable to make the experiment in the way it has been made before the Directors could decide upon the description of steamboat that was necessary to supply the requirements of this ferry.

By the agreement between the Plattsburgh and Montreal and the Montreal and New York Railroad Companies, hereinbefore referred to, it was stipulated that the latter Company should provide and maintain a sufficient steam ferry, both for the summer and winter, but that the Plattsburgh and Montreal Railroad Company should assume one-third of the cost of providing and of the charges of maintaining the said ferry, and should receive one-third of the profits of the same.

A contract has been made with Mr. A. Cantin to build a steamboat for this Company, 160 feet in length by 44 feet in breadth, over all, so constructed that the machinery will be below deck, and secure from the effects of winter. The deck will be fitted with a rail-track, and adapted to receive cars, for the conveyance both of freight and passengers across the St. Lawrence without breaking bulk or any other sort of detention. A contract has been also made with Mr. E. H. Gilbert, of this City, for two engines of forty horse power each, with oscillating cylinders. The boat and engines are to be delivered to the Company in good working order by the first week in June next. The price of the boat and engines, with furniture, tackle, &c., will be at least £6,000 currency, and the cost of the slips, elevating apparatus and inclined ways, appertaining to the ferry on either side of the St. Lawrence, about £500 cy.

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#### LACHINE DIVISION.

The exposed position of the terminus of the Company at Lachine, and the obstructions arising from the rapid formation of ice at this place, made it necessary for the purposes of the