

first-class cars, which were duly delivered in November. These purchases were made on the strength *entirely* of our English negotiations!

Our English advances continued up to May, 1875, and Mr. Reed had succeeded in floating the first issue of £100,000 of debentures, and had advanced us about £9,000 over what he had promised to do, for which he simply held the second issue as collateral.

As we thought it very advisable to construct 15 miles more of line (to St. Joseph) I left for England in April, 1875, to try and induce Mr. Reed to make us the necessary advances, and after a great deal of trouble, he agreed to do so, holding the second issue of bonds as collateral, as the market would not permit of their being floated! A Power of Attorney similar to the first sent was forwarded him, authorizing him to deal with the second issue.

On June 20th of the same year, our first section of 30 miles was opened for traffic. The rails for the 15 miles additional not arriving before September, we were unable to complete our work to St. Joseph that fall, but in July, 1876, the additional 15 miles were inspected by the Government Engineer.

The Government in 1875 gave additional aid to the line, increasing the subsidy to \$3,800 nett, so that the total amount which went into the actual construction of the railway (43 miles) up to the present time is as follows:

FROM CANADA AND UNITED STATES.

Government aid.....	\$157,800
Less — Trust Fund pledged to meet interest on Bonds.....	74,385
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	\$ 83,415 (1)