

colleagues, who gave me the necessary authority to act; but none of them, I believe, thought for a moment that I could succeed. I went to Montreal from Quebec, where a meeting of the Directors of the St. Lawrence and Atlantic Railway was called, who at once passed a resolution, binding the Company to aid to the extent of £2,000 stg. I proceeded with Mr. Bellhouse to Portland, where also a meeting of the Atlantic and St. Lawrence Railway Co. was called; when it was agreed to guarantee an additional £2,000 stg. per annum during the contract, while the City of Portland agreed to give annually the other £1,000—making £5,000 stg. in all—thus leaving the Canadian Government to pay £19,000. This arrangement of mine will be best understood by the following letter of the Secretary of Public Works, dated Quebec, 16th July, 1872, addressed to D. Bellhouse, agent for Messrs. McKean, McLarty & Co., of Liverpool:—

“ 16th July, 1852.

“ SIR,

“ I have to inform you, as agent for Messrs. McKean, McLarty & Co., of Liverpool, that their tender for the establishment of a line of steamers, to run every fortnight between Liverpool and Quebec and Montreal during the season of river navigation, and between Liverpool and Portland, in the State of Maine, monthly, while the St. Lawrence is closed, has been accepted, with the exception that the contract shall exist, and be, for a period of only *seven* years, instead of ten, as conditioned for in the tender, and that you shall raise a sum of *five thousand pounds sterling* from the St. Lawrence and Atlantic Railway Company in Canada, the Atlantic and St. Lawrence Railway Company in Maine, and from the City of Portland, as part payment on your contract, leaving the balance thereon to be paid by the Canadian Government; it being further understood that you are to look to the parties referred to, and not to the Canadian Government, for the payment of this annual sum of five thousand pounds.