

Darrow figured that on the Portland and Calais line the press messages from Halifax on the arrival of English steamers would amount to \$5,200 a year. It was estimated that there would be ten private messages a day from Halifax to the United States, including messages from Europe by the steamers, and ten from the United States to Halifax. Between St. John and the United States it was estimated there would be five private messages each way, which, at 50 cents a message, would yield a revenue of \$1,500 a year. There were to be eight stations in Maine.

By the latter part of September, 1848, the contracts for posts between St. John and Calais were completed and the work of building was pushed forward in order to have the line in operation before the first of the following year. At a meeting of the New Brunswick Telegraph company in October, Hon. R. L. Hazen presiding, the directors elected were F. O. J. Smith of Boston, L. R. Darrow of New York, Robert Jardine, Edward Allison and John Duncan. Mr. Jardine was chosen as president, and was for long after the active spirit of the enterprise, in association with Mr. Darrow.

By the first of December all the posts were up between St. John and Calais, the wire distributed along the line, and twenty miles of it strung to the eastward of the latter town. The shop of Mr. Smellie, on a portion of the ground now occupied by the Stockton building, Prince William street, was rented for the St. John office and Mr. James Mount, formerly of the British army, and who was well known in later years as Adjutant Mount, was selected as the operator. He had learned to operate in Quebec, using a paper recorder, as the art of taking by sound was not then known.

The final link between St. John and the United