

James Chambers asked me to endorse a note for him, stating a party connected with the Smith family would discount it for him; but Mr. John Shuter Smith tried to persuade me not to endorse it unless Chambers would support Shuter in the election. I endorsed the note without caring for that, being always suspicious of him, and things went on much as before. You will excuse me for digressing occasionally, as I am unaccustomed to this kind of public speaking, and I will endeavor to astonish you with facts. You know in a short time I got the branch ready, I was determined to make it before the Parliament met to take away the charter as was designed. I was determined to give the members of Parliament a ride upon the railway, and then they could not abrogate the charter, and with that view I worked night and day. I put on extra hands, paid extra wages, and drove it through. Only one month, from the time of signing the contract and grading the road, elapsed.

All this was so quietly done that the Directors thought I had abandoned the work, and were about to send men on it themselves. About this time a short letter appeared in the *Peterboro' Review*, intimating that the Road might not be running before the 13th of November, instead of the end of the earlier period verbally agreed upon. There was great excitement. The Directors thought they had a full right to the road as soon as it was finished, and came to me respecting the opening of the road. They met, and here is the resolution which they adopted:—

Copy of a resolution adopted at a meeting of the Directors of the Port Hope, Lindsay and Beaverton Railway Company, held 24th April:—

*Resolved*,—That in consideration of the contractors opening the Millbrook and Peterboro' section of the Railway by the 10th of May next, this Company agree that 13–31 parts of the gross earnings of the trains from Peterboro', as well as from any point more than two miles beyond Millbrook to Port Hope *vice versa* from that date to the thirteenth of November next, be paid to the contractors, the Lessees of the Lindsay Railway running the same with locomotives and cars of the Company free of charge against the Contractors, the Company agreeing that 18–31 parts of such earnings be expended in running expenses; and overplus to be credited to the Company, and Mr. Clark to be paid at the rate of £—— per month for his services as superintendent, the contractor maintaining the line between Millbrook and Peterboro' in good order to the satisfaction of