

"pose of framing a reply to the late Report of the Directors, and not connected with the adoption of any legal proceedings, as you say is reported." To use a common but most expressive phrase, it is all of a piece with his other proceedings.

But I must hasten to a conclusion. This letter is already too long, but as Mr. Allan promises that it is to be the last of the series, I have endeavored to give as full particulars as possible, in order to prevent the necessity for further publication, which, as I have not the advantage of a Board of Directors to endorse, and a public company to print my statements, is rather a serious consideration.

As to the stone vessel, regarding which Mr. Allan breaks out into such a paroxysm of facetiousness, a few words are all that are required to show that he has committed a slight mistake in giving me the credit of the production. The vessel was originated, planned, modelled, contracted for, and superintended by Mr. Greenfield, and was more than half built before I even saw her.

The simple fact is, that during the winter of 1849, the necessity of having a vessel of some sort for bringing stone, lime, vegetables, hay, &c., was felt, and as there was no place nearer than Detroit, where one could be built, [such vessels are not built at Mackinac,] Mr. Greenfield, who continued to occupy the situation of Superintendent, and had charge of all connected with the location and supplies of every description, proposed to have a Scow built on the spot, stating that he felt quite confident of success, and that there was a man then at the Mines, who was perfectly competent for the work, having been brought up as a boat-builder at Sorel. I long opposed the plan, doubting its success, but was at last over-persuaded by Mr. Greenfield, who offered to build the vessel on his own responsibility, and hire her to the