

the work of getting the company into shape and raising the money was begun.

This was harder work than one might suppose. The Chamber of Commerce had indorsed the project, but the merchants were not enthusiastic when it came to the matter of putting their names down for stock. The capital was fixed at £25,000, in shares of £10 each, but only a few prominent men, such as Hon. John Robertson, Robert Jardine, Edward Allison, John Duncan, J. & R. Reed and W. & R. Wright, subscribed for ten shares each in what was destined to be one of the best paying investments ever offered to the people of this country. About one third of the stock was raised in St. John, another third in Halifax and at intermediate points, such as Westmorland and Cumberland counties and in Charlotte county, while the remaining third was taken by Mr. Darrow himself.

During the summer of 1848 arrangements for building the line through the province were made, and the construction of the line between Portland and Calais was begun. In Nova Scotia, the government undertook the construction of the line from Halifax to Amherst, but agreed to give Mr. Darrow's company the use of one wire for its messages.

It was estimated that the cost of construction of the line from Calais to Amherst, a distance of 240 miles, would be \$150 a mile, or a total of \$36,000. Mr. Darrow visited the various points along the route and asked for subscriptions proportionate to their size and importance. St. Andrews was then considered a greater place than St. Stephen, for it was asked for £1,000, while the border towns of both St. Stephen and Calais were asked for only £800 between them.

In the light of the universal use of the telegraph today, it is interesting to note what was expected of the line in the way of revenue at the outset. Mr.