

and that it has proved its sufficiency and excellence by the unexceptionable regularity, safety, and economy of its working.

The construction of the line beyond Barrie to Collingwood is now closely approaching completion. The length of this Division will be $31\frac{1}{2}$ miles; of which 30.8 have been graded, the bridges throughout completed, 18 miles of track laid, $22\frac{1}{2}$ miles ballasted, and the iron and ties for the remainder delivered and distributed.

The Way Station and Terminal Buildings are under contract and in active progress, and the Depot Ground at Collingwood, comprising an area of 34 acres, is cleared and in process of grading.

I may, therefore, confidently rely on the full completion of this Division for service on or before the 1st September, when the whole line from Toronto to Collingwood ($94\frac{1}{2}$ miles) may at once be opened to the public.

The selection of Collingwood Bay for the Northern Terminus of your road was still under consideration at the date of my last annual Report.

Pursuant to the instructions of the Railway Commissioners, further explorations and surveys were subsequently made in relation to that location, by Captain Wetherley and myself.

Nottawasaga River, Collingwood, St. Vincent, Owen's Sound, the Fishing Islands, and Saugeen, were each examined; a reconnaissance of the line of country to be traversed in communication with each point was made, and the Charts, Plans and Reports submitted.

These renewed investigations justified me in adhering to my original selection of Collingwood, and Captain Wetherley confirmed my decision by a report favorable to that harbor.

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