

it fully to your Route or to promote its prompt development.

Accordingly I recommended the purchase of the steamer "Morning," together with the wharves at Bradford and Orillia, and subsequently with a view to superseding the tortuous and tedious navigation of the Holland River, of lengthening the season of navigation, of giving a still more facile outlet to the Simcoe trade and yet increasing the mileage of road over which it should pass, I submitted the propriety of constructing the Bell Ewart branch.

The right of way and a terminus of five acres was secured free, and the line together with steamboat, Pier, Station and Freight Buildings, have been constructed and are now in full operation.

The Company's steamer is accordingly enabled to make the daily circuit of the Lake and thus to establish a regular connection between Toronto and the country bordering on a shore of nearly 150 miles, the trade of the southern portion of which may now be diverted to your road from its previous course overland to the more easterly parts of Lake Ontario.

The returns of traffic to be made by your Superintendent will doubtless exhibit very satisfactory results due to these improvements; yet, although the trade thus obtained, has already added materially to the revenues of the road, it may still be regarded as altogether in its infancy, awaiting the construction of additional local wharves, and the Company's new steamer to give it due development.

It is unnecessary that I should refer to the construction of that portion of the road already in operation, further than to state that it has been completed in general accordance with the specifications and contracts originally concluded and subsequently amended by the Railway Commissioners,