

out a store of goods in this building and became the first merchant of the Town of Barrie in the year 1853. He was followed by Messrs. Caldwell and Ross, who erected the store yet standing and doing duty as a place of business situated immediately to the East of the Barrie Hotel, and which is now the oldest building in the Town. On Xmas day 1833, Mr Sandford raised the frame of a new place of business on the site of Mr. Henderson's present hardware store. The cellar of this new building was at times, for want of a better room in the Town, used for social gatherings, which were called by the wits of the day — "Cellarabratons."

The stores mentioned were followed by those of John McWatt, Thos D McConkey, Frederick O'Brien, H. R. A. Boys, John Bi nie and a host of others of more modern date.

The early Hotels of Barrie were "Bingham's," a log building and now enlarged and known as the "Queen's" "Kearney's Hotel," which stood where King's Bakery now stands, and which will be better remembered by some as "Marks' Hotel" and "Meldrum's Hotel," which was kept by Thrift Meldrum on the site opp. Dr. Morton's present residence. This building has only recently been pulled down, the frame was originally put up by Mr. Edgar for a dwelling house on the site of this new Post Office, but was removed by Mr. Meldrum and turned into the tavern just referred to.

In the early days the means of reaching the "Front" from Barrie, were very limited, the settlers having the choice of following a path through the woods, down to the Holland Landing and from thence down Yonge Street, to York, now Toronto, or they could go by boats through Kempenfeldt Bay, Lake Simcoe and the Holland River to the "Landing." Prior to 1832 small boats and a schooner comprised the "shipping" of these waters, but in that year the necessity for better means of water transit, induced the half-pay officers, who were settled in considerable numbers along the shores of the Lake to build a steamer on a joint stock venture. This steamer was named "The Sir John Colborne" after the then Lt. Governor. She was a high pressure vessel and made more noise than speed for on her first trip to Barrie from Holland Landing she took no less time than a week, partly owing to obstructions to navigation in the River, and to having repeatedly to go ashore and cut living timber for fuel, and partly owing to the necessity of calling on the way upon all the convivial stockholders in the concern to celebrate her advent. On this first trip she carried as a

passenger Mr. John McWatt, who is still a resident and sufficiently hale and hearty to be present on this occasion. The "Sir John Colborne" was succeeded by the "Peter Robinson," afterwards called "The Simcoe." Then came the steamer "Beaver" which with her popular commander Captain Laughton, will be remembered by many still living. The Captain and Mr. Thompson owned the vessel, and some misunderstanding arising between them, the latter gentleman built and placed on the lake the steamer "Morning." After she had run her course the "Emily May" afterwards christened the "Lady of the Lakes" took her place and the railway Co. also launched the steamer "J. C. Morrison," named after the Hon. Mr. Justice Morrison, who was then president of the company. This vessel was the most costly and handsome of them all, but shortly after she was finished took fire at the Barrie wharf and had to be cut adrift. After burning and drifting for some time she finally sank near the head of the bay and not far from Allan Dale. We now have the steamer "Enterprise," which if not possessing the fine lines and appearance of some of her predecessors, is probably the safest and staunchest vessel of them all.

The year 1853, when Barrie became a separate municipality from the Township of Vespra, is memorable in our history as being also the year in which the Ontario, Simcoe, and Huron Railway was opened as far as Allandale. Before this a journey to Toronto took two or even three days, but by the opening of this railway, which was afterwards called the Northern Railway, and now is known as part of the system called the Northern and North-Western Railways, the journey could be made in one day and a return the next, and now we can leave Barrie in the morning, travel to Toronto, and after spending most of the business part of the day there return home again at night, making a comparison with the early means of travelling which forcibly brings to our minds the immense boon conferred upon mankind by the introduction of railways. This facility for travelling has been greatly multiplied as regards Barrie of late years. For not only can we reach Toronto by railway, but we can travel by the same means to the north as far as Penetanguishene, to the north-east as far as Gravenhurst, to the south as far as Hamilton, and to the west as far as Collingwood and Meaford, and in fact by the connections made with other railways not touching at Barrie, we can reach by rail all parts of the American Continent.

As Barrie did not become a separate municipality until 1853, its early history is more