

and the case proceeded so far as a preliminary examination of some witnesses before the examiner. At this stage the plaintiff's solicitor advised his client to drop the case and pay costs, whereupon the plaintiff approached me with a desire that we should henceforth be friends.

Meanwhile I had procured, at my own expense, a charter for the construction of a railway of either wood or iron, between Lakes Simcoe and Muskoka, which, at the late Mr. Cumberland's request, was merged into the more comprehensive scheme of regular railway extension from Barrie to Gravenhurst, which Mr. Cumberland subsequently carried out as early as limited financial resources permitted.

Business upon the lakes having increased, and Mr. Pratt had projected his hotel scheme, although the construction of the Port Carling lock was proceeding very slowly, I therefore deemed it expedient to place a small steamer upon Lake Rosseau pending the completion of the lock. I purchased the steamer "Dean," re-named the "Wabamik," at Belle Ewart, and transported her upon sleighs with difficulty to Gravenhurst, and upon the opening of navigation accomplished the feat of pulling her up the rapids at Port Carling, to ply upon Lake Rosseau.

I then made preparations to build a fine steamer in readiness for the lock completion; borrowing a very considerable sum of money from Capt. May, of Lake Simcoe.

My parliamentary term had now expired, and I declined re-election, feeling that business matters would require all my personal attention and resources.

The new steamer, the "Nipissing," built at a cost of nearly \$20,000, was ready early in 1871, but the lock construction was still dragging wearily along. The "Wenonah" was taken up the rapids at Port Carling to Lake Rosseau, at considerable expense, in the spring of 1871, the lock being only completed late that season in time for the "Wenonah" to pass down through it to Gravenhurst for winter quarters.