

Before any surveys or explorations had been made, it was proposed to carry the railway to Penetanguishine, the only possible route to which would have been through the heart of the town of Barrie.

Subsequently, however, Collingwood was adopted by the railway commissioners as the northern terminus, and it thus became unnecessary to pass *through* the town of Barrie. By the Guarantee Act, 14 & 15 Vic., ch. 73, sec. 18, it was enacted that "No railway company shall be entitled to the benefit of the said guarantee, until the said board (of railway commissioners) shall have examined and approved of the line selected," \* \* \* "and the line and mode of construction so approved, shall not be altered or deviated from, on pain of forfeiting the right of the company to the said guarantee." Under those powers the railway commissioners themselves determined the location of the line in the neighbourhood of Barrie, and they, not the directors, fixed the line and station where they are.

Finding that the line was to be carried to Collingwood instead of to Penetanguishene, the inhabitants of Barrie commenced an agitation for the construction of a branch line which should have its terminus in the heart of the town.

The engineers of the company, unanimously, and at all times, represented to the directors that such a branch would be utterly valueless both to the town and to the company, but their opinions were rejected, and the directors (of whom Mr. Angus Morrison was one) yielding to a continued and persistent pressure, at length agreed to construct the branch, conditionally however upon the approval of the railway commissioners being first obtained; and also upon the town of Barrie providing all necessary lands free of cost to the company.

At the very time, however, that the directors thus conditionally assented to a branch line, the capital of the company and the provincial guarantee were fully pledged and exhausted, and there were no funds from which the cost of its construction could be met; the scheme had not then (*and has never yet*) been approved by the railway commissioners: the right of way and lands have never yet been provided by

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