

time. The Georgian Bay division, however, gave us some hope, and we added another boat, the "Telegram," to our Georgian Bay service. This boat did good service upon the Byng Inlet and French River route for one season, when we sold her to good advantage, with the intention of replacing her by a paddle steamer, to be chartered. We were, however, only able to see one suitable paddle steamer which the owner would sell at a reasonable price, but would not charter. The majority of our board were, however, unwilling to buy. As a last resort we purchased the staunch, fast and seaworthy steamer "Imperial" for the route. Our patrons on the Georgian Bay were, however, disappointed over the small size of the boat, despite the fact that her record for punctuality was the best hitherto made by any boat upon the route. We became convinced that our patrons would not be satisfied until we provided a larger steamer; they were, however, patient enough to give us a reasonable time in which to place a larger boat upon the route.

I induced our late president, upon a certain Saturday evening in 1889, to allow me to call a meeting of our shareholders to consider the expediency of a more vigorous policy for our Georgian Bay division. I went to work early on Monday, and with the office assistance at Gravenhurst, we wrote out about fifty notices of a meeting to the shareholders, and were in the act of posting the letters when a wire was received from the late president countermanding the calling of the meeting. After the lapse of twelve months he again consented to the calling of a shareholders' meeting, which was held, and unanimously decided in favor of building a suitable boat for the Byng Inlet, French River and Killarney route; but procrastination had already proved fatal, as our chief patrons had, one day previously, let a contract for the building of the fine steamer "City of Midland" for our intended route. This step led to our ultimate withdrawal from the Georgian Bay route to my intense regret.