

COLLINGWOOD, THE HEAD OF NAVIGATION FOR THE GREAT LAKES

COLLINGWOOD, a town of 7,000 inhabitants, is situated on the Georgian Bay a distance of less than seventy miles from Toronto in a direct line, but ninety-five miles by the Grand Trunk Railway. To the north of the town stretch the calm waters of the bay, while the Blue Mountains skirt along its western border and protect it in a great measure from the severity of the western winds. To the south and west lie some of the most fertile districts of Ontario. Indeed, it is a recognized fact that the surrounding portions of Simcoe and Grey are unsurpassed for their product of grains, and especially of all kinds of fruits, such as apples, plums, pears and peaches.

With other parts of the province the town is connected by the Northern branch of the Grand Trunk Railway from Toronto and by the North-Western branch from Hamilton, which connects at Georgetown with the main line of the Grand Trunk east and west. It is also connected by the North Grey Railway with Meaford, a flourishing town, twenty-two miles further west.

Perhaps the possession on which the town prides itself most, next to its picturesque and salubrious location, is its harbor and magnificent dry-dock. Within the past seven years the government have expended some \$600,000 in deepening and protecting the harbor, so that it is now one of the safest, most commodious and in every respect the finest on the Georgian Bay. On the north-east the harbor is protected by a pier running out some 1,800 feet, and the north-western side is similarly defended by a break-water extending from the shore out to the channel, so that when vessels once enter the harbor, which is easy of approach in all weather, they are immediately within a perfect shelter. The dredging done by the government within the past few years has given a 22-foot channel to the entrance and a 20-foot channel to the elevator and wharves.

The dry-dock is a most important feature of the harbor. It is the only one of its class on the lakes in Canadian waters. The dock is 520 feet long, 84 feet wide and 18 feet deep, affording accommodation for the largest vessels on the lakes. The walls are constructed partly of cement and partly of cut stone, the floor is formed of three feet of concrete and cement, and the gate is a huge floating pontoon. The

well is likewise constructed of cement and is furnished with a pump and engine capable of drawing off the entire contents of the dock in two and one-half hours. The dock with its accessories is estimated to have cost about \$540,000.

The dry-dock, however, is merely one of the component parts of the steel shipyard. This enterprise was undertaken a few years ago by some of the prominent citizens in conjunction with Capt. Alex. McDougall of Duluth, of whaleback fame. Already a number of steel vessels, including the *Huronic* of the Northern Navigation Co., have been built, and a large amount of repairing is annually done, many vessels wintering here for refitting and repairs. The buildings have this year been completed and the machinery fully installed, so that the company are in a position to do all parts of the work in their own shops.

The financial men of the town have long taken a warm interest not only in shipbuilding, but in the owning and management of steamboat lines. The chief merchant vessels plying in and out of this harbor at present are the boats of the Northern Navigation Company. Besides these are the *City of Windsor*, the *Telegram* and various tugs engaged in general work.

Scarcely less important is the fishing fleet which consists of tugs and a large number of sail boats. Most of the fish landed at this port is handled by the Dominion Fish Co. and is largely exported to American cities. It is estimated that 300 people are interested in the fisheries of the town.

The Collingwood Meat Co. is another of the important industries of the town. The buildings which were thought quite sufficient at the inception a few years ago have already been increased to double the original capacity. The Company gives employment to about 125 hands, and is of great benefit to the surrounding country as well as to the town itself. The output has in the past totaled over \$1,000,000 per annum, and under the energetic management of Mr. Peter Paton promises still better for the future.

Another valuable industry is the Charlton Saw-mill which employs 125 to 150 men. This mill is equipped with the latest modern machinery and produces annually about 20,000,000 feet of lumber, besides 5,000,000 of lath and large quantities of staves and headings. Mr. T. J. McClennan, the Manager, is