

ure, and has let large and important works for the purpose of having in this harbor sufficient depth of water to admit vessels of the largest draught; these works have been going on for the past two years, and it is expected another year or two will see the harbor placed in a position to meet the requirements of the ever large increasing traffic coming down the great lakes. It has now a large elevator of nearly 500,000 bushels capacity, and the ratepayers lately granted a bonus of \$25,000 towards the erection of a million bushel elevator with the most modern plant and machinery. The harbor is semicircular in form, having a diameter of nearly a mile, and amply protected on all sides, the imposing heights of the Blue Mountains forming a solid barrier on the west and north-west. Collingwood is fortunate in being the owner of the forest-lands and most of the harbor, instead of having it in the possession of some railway or other corporation. The municipality is thus in good position to offer advantageous sites and water facilities to industries locating there, and should the air line be built, it will be granted ample terminal facilities right on the harbor, with plenty of water for wharves and elevators. By soundings lately undertaken it was discovered that all the western portion of the basin composing the harbor is of white clay bottom, and a depth of thirty feet can be obtained by simple dredging without any blasting. Navigators prefer the port of Collingwood to any other on the Georgian Bay, on account of its easy accessibility: once Georgian Bay is entered the mariner steers a straight course by night or day down the middle of the lake, and enters Collingwood harbor without encountering a single rock or shoal. Owing to its position on the open lake this harbor opens first in the spring and closes last in the fall and navigation is assured for at least nine months in the year, and it has happened that the harbor has never been closed all the year round by sufficient ice to seriously impede navigation. Vessels drawing sixteen feet can now safely enter this harbor, and when the government works are completed a depth of 20 feet inside and 22 feet outside will be attained, which will be ample for all

requirements for years to come. Collingwood has to-day one of the largest and best equipped and commodious lines of steamboats plying the great lakes from any Canadian port, that of the Northern Navigation Co. The fleet consists of eight magnificent steamers of the most modern only last month. Two of the largest "Germanic," having been launched only last month. Two of the largest the "Majestic" and "City of Collingwood", make two trips per week direct between Collingwood and Port Arthur and Duluth, and are laden each trip to their utmost capacity. Four boats ply regularly between Collingwood and "the Sault," and intermediate ports, running up the beautiful inside channel and during the months of July and August proceed to the far-famed isle of Mackinaw upon special excursion trips, which are patronized from all over the continent. Two boats run to Killarney on the North shore via Parry Sound, French River, Byng Inlet, Point Aux Baril and other ports connecting at Killarney with the "Sault" and Mackinac boats. This energetic company has a keen eye to the future, and is quite prepared to put on another first-class fleet of freighters to meet the requirements of the new traffic when the air line railway shall be constructed.

Collingwood has about 6,000 inhabitants, who are keenly alive to the interests of their town, and ready to put their hands in their pockets to assist any industry which will advance it. They have built entirely one of the largest dry docks on fresh water, and leased it to the Dry Dock and Wrecking Co., of Collingwood which does a large business and is engaged extensively in shipbuilding. This company are now contemplating putting in new and increased facilities which will make the yard one of the most extensive of its kind. A number of the most enterprising of Collingwood's citizens, joined with English capitalists, have lately erected a large pork packing establishment within the municipality, and have worked up a large and lucrative business, chiefly for export trade, the quality of bacon sent out by them being considered a superior line in the Old Country. They kill a thousand hogs per day, and have buyers out in all parts of the country purchasing the raw material.