

sion the financial affairs of the town are placed on a proper and efficient basis. Mr. James Guilfoyle is head of the successful firm of Guilfoyle Bros., who do a large general business in dry goods and groceries, and are very large exporters of fruit. Mr. Guilfoyle has charge of the water and light systems of the town, and is without doubt the most capable man that could be got for the position, having had charge of the systems from their first inception. He has placed both the water and light upon a paying basis, so that they add considerable revenue to the town's exchequer. Mr. Dan Wilson of the enterprising manufacturing firm of Wilson Bros., is head of the board of works department, and his practical knowledge and energetic zeal for the advancement of the town bears good fruit. Mr. Frank Bryan, of the Bryan Bros. Manufacturing is chairman of the town property committee and under his supervision the town's property is managed in the economical manner. The Bryan Manufacturing Co., does a large business in building operations, and is one of the leading firms in the county. Mr. Hector Lamont is Chairman of the printing committee and license committee, and it would be hard to find a better man to look after these interests. Mr. Lamont is a dealer in high class pianos, and conducts a large music emporium in one of the principal blocks on main street, and his name as an honest dealer and successful one is a household word in the community.

The great ambition of Collingwood is to get an air line railway built to Toronto, and the point of view from which this enterprise is regarded by the Collingwood people has been very ably presented by Mr. John Birnie, jr., the town solicitor. Mr. Birnie contends that the Toronto-Collingwood air line route would easily be a formidable rival to the Buffalo route, as the distance between Toronto and Collingwood is but 70 miles, and easy grades can be obtained by following the valley of the Nottawasaga river and the Humber valley upon entering Toronto. It is estimated that the road can be equipped and built for three million dollars. The commodious harbor at Collingwood will then be deepened so as to admit vessels of the largest size plying the lakes; large

elevators of the most modern plant and equipment will be erected here, and the grain, elevated into cars of large capacity and rapidly hauled to Toronto, and there re-loaded into vessels capable of going through the St. Lawrence rocks.

"Time," says Mr. Birnie, "in the problem of transportation is no inconsiderable factor, and a reference to the map will show at a glance the extraordinary advantages of this route in the matter of time. Grain coming from Chicago could be delivered two or three days earlier than in New York. The distance from, say Mackinaw, to New York is, in round numbers, a thousand miles of which 570 is by water and 430 by rail from Buffalo. The distance from Mackinac to Collingwood by water is 240 miles; from Collingwood to Toronto by rail 70 miles; Toronto to Montreal by water 340 miles, or a total of 659 miles from Mackinac to Montreal, or a difference of 350 miles in favor of the Toronto-Collingwood route. Bulk would have to be broken but once oftener than the Buffalo route, but when the modern and easy facilities for the handling of grain are taken into consideration the loss here is inconsiderable. As was to be expected the two great existent railways of Canada are not very warmly moved in the direction of cheaper transportation, especially by water and in grappling with the question, the open avowed hostility of these two great railway corporations will have to be encountered and overcome by the might of public opinion and the statesmanship of those who are now guiding the destinies of this country. But the safety of the traffic demands that this air line link between the west and east should be owned and controlled by the Government of Canada, placing it beyond the reach and out of the grasp of the two great octopi which are devouring nearly all the transportation facilities of the country. The government should build and equip this road and make it part and parcel of the transportation system of the country and the connecting link between the great lakes and the west and the government canal system in the east. Collingwood is a government harbor of refuge, and the government is fully alive to the importance which it is bound to attain in the near fut-