

toilets, therefore, took place in the saloon.

Until the Northern Railway arrived at Collingwood in 1855, steamer activity on Georgian Bay was both local and limited. The railroad stimulated as great an expansion in shipping as in other things. Before long there were three distinct Georgian Bay steamer trades: local, into Lake Superior, and with Chicago or other United States ports. At times they overlapped; this was particularly true of the local and Lake Superior runs; but three separate trades were clearly evident. All of them continued until fairly recent times.

In 1855 the Sturgeon Bay route was abandoned. The *Kaloolah* was moved to Collingwood and was renamed the *Collingwood*, but she continued to sail north to the Sault. In July of 1857, she was chartered to carry to the head of Lake Superior a Canadian expedition sent west by the government to explore the resources of the Red River district. She thus became the first vessel to make the trip from a Georgian Bay port to the Lakehead.

In 1858 the twin-screw steamer *Rescue*, 121 feet long, inaugurated regular service from Collingwood to the head of Superior, carrying mail for the Red River district. The first mail consisted of three letters and two newspapers, and was in charge of Captain William Kennedy, an old Hudson's Bay Company man. The *Rescue*, with Captain James Dick as master, left Collingwood on this first trip at 10:30 in the morning on July 12th. After some intermediate stops, and after laying to in a fog six hours off Thunder Cape on Lake Superior, Captain Dick anchored his vessel outside the bar at Fort William at 7:00 p.m. on the 15th. The next morning at 8:00 he took her on to Grand Portage, arriving after dark, lay to off the entrance until daybreak, and entered Grand Portage Bay at 5:00 a.m. Captain Kennedy shook hands all round, landed, and with two Indian canoemen set out with the mail for the Red River settlement over the old canoe route.

In July of 1859 the sidewheel steamer *Ploughboy*, on the local run, distinguished herself by breaking the crosshead of her engine off Lonely Island, with Sir John A. Macdonald, then Premier of Upper Canada, on board, accompanied by members of his cabinet and political adherents. She anchored, in hopes that another vessel would pass and give her a tow. None appeared. A heavy sea rose. The anchors began to drag and she was carried slowly towards the rocky shore of the island. Some of her crew manned a small boat and headed for Owen Sound, seventy-five miles away, to get help. With them went Sheriff B. W. Smith of Simcoe County, host to the group of politicians.

As the *Ploughboy* drifted towards the rocky shore, the Speaker of the House was called upon to read the prayers for those in peril on the sea; in the absence of a clergyman, the men on board thought him most persuasive. By 2:30 in the morning she had drifted to within twenty-five fathoms of the island, carried by heavy waves which drove past her to crash on the rocks beyond. At that point her anchors held. The party in the small boat eventually landed somewhere on the Bruce Peninsula and reached Owen Sound by land. Luckily they found the steamer *Canadian* in the harbour. She immediately proceeded to the aid of the *Ploughboy*, arrived about midnight of the following day, and towed her to Collingwood. Most of the passengers returned to Toronto by the first train.

The paddle steamer *Algoma*, 163 feet on the keel, came to Collingwood in 1864 and entered the Lake Superior trade, calling at posts of the Hudson's Bay Company and little settlements along the Superior north shore, en route to Fort William. She immediately proved successful. In 1867 the Beatty family bought the town site of Parry Sound near their mill and timber holdings. That year they also had a steamer built on Lake Ontario and towed to Collingwood, where her machinery was installed. Parry Sound could only be reached by water and the steamer was a necessity if the lumber business and the community there were to develop. The new steamer was the *Waubuno*, a trim sidewheeler 135 feet long with a beam of only eighteen feet. She was a particularly capable-looking and neat little vessel: a long unbroken hurricane deck and low

Sault, though, needless to say, she sailed at Parry Sound as well as at other intervening ports.

The steamers were involved in the life of the isolated Georgian Bay towns in much the same way autos later became involved. In 1867 William Beatty ran for election as Member of Parliament for Algoma, the large northern district embracing his town, Parry Sound. The nearest voting place was Sault Ste. Marie, three hundred miles to the northwest. Two steamers carried parties supporting the rival candidates. On the *Waubuno* were Beatty and over a hundred loyal voters; on the *Algoma* were partisans of Beatty's opponent, W. M. Simpson of Owen Sound. The *Waubuno* was delayed by engine trouble and did not arrive until after the polls were closed. Simpson won by nine votes.

In 1868 the *Chicora* arrived on the scene. She had been built in Liverpool as a blockade runner during the American Civil War, and her previous name is variously given as *B*, *Letter B*, and *Let Her B*. The last version is the most frequently quoted. In order to bring her to the Lakes she had been cut in two, so that she could pass through the canals, and had been joined together again at Buffalo. She was a lean vessel, with two high raking funnels that rose just fore and aft of her big paddle wheels, and a single raking mast just aft of her pilot house. She was 221 feet long, with a twenty-six-foot beam. When she reached Collingwood the *Let Her B* had no upper cabins and still carried tracks on her deck where her cannon had been mounted. She was fitted out to carry passengers, was put in the Lake Superior trade in 1869, and remained on that run until the end of navigation, 1875. Even after she had been modified for commercial use she was quite fast—and quite expensive to operate.

In the early 1860's the steamer *Clifton* ran between Collingwood and Owen Sound. At that time the harbour of Owen Sound was limited in capacity; the bar across the mouth of the Sydenham River effectively prevented vessels of any size from entering. The townspeople appealed to the government to dredge out the lower part of the river in order to improve

high as 150. This was the first marine disaster to affect Collingwood. The people of the small port knew the steamer well, and Collingwood men were members of her crew.

Because of this disaster, and a major depression and financial panic in 1857, steamer service from Collingwood to the United States was discontinued. The next year four other ships, the *Montgomery*, *Ontonogon*, *Hunter*, and *Evergreen City*, were placed on the same run. These were a new kind of vessel. Previously the line was made up of big sidewheelers, but these were more compact propellers, ranging in length from 175 to 204 feet. The Northern Railway was back in the steamer business, but evidently it was trying to make the operation look as different as possible from the one that had included the *Niagara*.

The American Civil War brought much friction between the United States and Canada. Towards the end of the war the Canadian Government seized the propeller *Georgian* at Collingwood, where she was being fitted out as a Confederate privateer. After the war there were a number of armed raids made upon Canada from the United States by Fenians, members of an Irish patriotic group made up largely of former Union Army soldiers. In 1869, when Canada took over the western territories of the Hudson's Bay Company, the residents of the Red River Colony rose in rebellion and executed a young Canadian who opposed them. Several agents of the United States, both official and unofficial, stepped in to help the rebels.

Canada promptly made the area a new province, Manitoba, but it also sent a military expedition of about a brigade to hold it. The force, under Colonel G. J. Wolseley, a brilliant 37-year-old British officer (later Commander-in-Chief of the British Army), embarked through Collingwood at the beginning of navigation in 1870. Meanwhile the United States decided to close the Sault Ste. Marie Canal, through which the expedition was to pass, to all Canadian vessels. The *Algoma*, carrying a group of workmen and *voyageurs* who were to assist the expedition, slipped through, but shortly afterward the *Chicora*, with a similar group, was turned back by the American authorities.

States agreed that Canadian ships could again pass through the canal, but military supplies and soldiers could not. They had to be unloaded, taken over the portage road on the Canadian side, and then put back on the steamer at the Lake Superior end. This was done; the expedition continued; and when it finally arrived at the Red River Colony the rebellion collapsed.

Georgian Bay vessels were deeply involved in moving the expedition. The *Algoma* and *Chicora*, which made regularly scheduled commercial runs from Collingwood to the Lakehead, provided the main line of communications; while the *Frances Smith* and *Waubuno* made trips from Collingwood to the Sault and American vessels were hired to carry some of the men and cargoes from that point on. In order to guard Collingwood, the Sault, and the vessels moving between them from threatened Fenian attacks, the Canadian Government brought to the Bay two small gunboats, the *Rescue* and the *Prince Alfred*, which patrolled back and forth that summer.

Meanwhile Canadians were looking westward. When Manitoba was created a province in 1870, she had as yet no rail connection with the older parts of Canada, and the steamer trade from Georgian Bay to the Lakehead flourished. There was competition however; in 1871 the Northwest Navigation Company began sending vessels out of Sarnia on Lake Huron.

The steamers carried freight, mail, and passengers. The Lake Superior voyage during the summer months also attracted many travellers bent on pleasure. One account of a trip from Collingwood to Lake Superior in July of 1871 includes the remark, "At half past four p.m. the 'Chicora' leaves the wharf and we are out on the bay, some sixty-five of us in all, at least fifty of whom are taking the round trip." John Disturnell, in a travel guide published at Philadelphia in 1874, says, "Of all the approaches to Lake Superior from the Atlantic Seaboard, or from Montreal and Quebec, nothing exceeds the *Collingwood Route* for grand and varied Lake, Island, and River Scenery. . . ." Among the back pages of Disturnell's book is a full-page advertisement for the Lake Superior Royal Mail Line, "In connection with the Northern Railway of Canada," which states, "This line embraces *Three*

Magnificent, First-Class, Upper Cabin, Side-Wheel Steamers, viz:—CHICORA, CUMBERLAND, AND FRANCES SMITH." According to the advertisement they left Collingwood every Tuesday and Friday for a long list of Georgian Bay and Lake Superior ports. In heavy type, half way down the page, is an offering of excursion rates during the summer months.

In November 1872 the 120-foot steamer *Mary Ward* was brought to Georgian Bay to be used in the Lake Superior trade the following year. She entered the Bay, called at Owen Sound on Sunday the 24th, and proceeded towards Collingwood, which was to be her home port. At 9:00 p.m. on a clear, warm night off Craigleith she ran on a shoal that is now called the *Mary Ward Shoal*. She was far off her proper course, and how this happened has never been well explained. The common story of the day that she picked up the light of a Craigleith tavern and confused it with the lighthouse is scarcely believable, unless it was a sly way of saying that someone aboard was more interested in alcohol than in piloting.

The warm, calm night was a typical weather-breeder for that season, but the captain let everyone settle down, apparently thinking she could be pulled off the next day. Only two men went ashore, Frank Moberly, a passenger, one of the well-known Georgian Bay family, and with him one of the vessel's owners. They set out by land for Collingwood to get help.

A passenger described what happened next:

I was anxious and did not go to my cabin, although all the rest retired for the night. I sat up on deck. Shortly after midnight the wind suddenly shifted and heavy, black, swiftly moving clouds arose over the mountain and the stars soon disappeared. There was an ominous moaning in the rigging, the import of which I knew too well. There was an uncanny stillness. I shall never, as long as I live, forget the weird feeling of alarm and terror which came over me, nor shall I ever wholly forgive myself for not acting on the impulse I had to arouse everyone and tell them that a storm was about to break and

steel steamer *Clemens A. Reiss*, also just arrived from Chicago, began to discharge its cargo of 258,780 bushels of corn and Captain Tom Conlin was presented with a silk hat in honor of the event. But the big *Lemoyne*, itself the product of a Georgian Bay shipyard, in 1938 carried 534,000 bushels of corn on one trip, the equivalent of more than thirty-three *Potomac* cargoes. Such are the changes in shipping that need and invention have brought about.

The steamboat era on the bay was inaugurated in the late forties when the little steamer *Gore*, a craft of less than 200 tons, made regular trips between Owen Sound and Collingwood. Reverend John McDougall tells of traveling from Coldwater to Collingwood on this boat in 1851. The *Gore* was followed by the *Kaloolah* (later renamed *Collingwood*) and the *Rescue*, both of which had historic connection with the opening up of the Canadian West. The *Collingwood* left the port whose name she bore in July 1857 with the members of the expedition under Henry Youle Hind sent by the government of Canada to explore the resources of the Red River country. The steamer passed through the Sault Canal on July 27 and anchored outside the bar at Fort William four days later. It was the first Canadian registered boat to go to Lake Superior.

The *Rescue*, in its turn, was the first vessel to carry the Canadian mails to Lake Superior. In the 1850's the great territory beyond the lakes was exciting the interest of eastern businessmen, and in 1858 a company known as the North West Trading and Colonization Company was formed. The new steamer *Rescue* was purchased in Buffalo and fitted out for the passenger and freight trade. A contract was made to carry the mails for the Red River country, and on July 12, 1858, with Captain James Dick on the bridge, the vessel began her first trip. She arrived outside Fort William on the fifteenth and the next day proceeded to Grand Portage. There the mail, consisting of three letters and two newspapers, was turned over to be taken to its destination by Indians.

In the fifties and sixties the tide of emigration to the western

present-day Port Arthur on Lake Superior. In the early 1890's the name was changed to *Baltic*, and during the World's Fair in Chicago in 1893 the vessel did a profitable passenger trade. The end came, as with so many other wooden boats, when she burned at Collingwood on September 5, 1896. After the machinery had been removed the hull was towed out of the harbor and let go in a northwest wind which carried it to shore, there to join other vessels whose day had passed. The burned and charred timbers were visible for many years, all that remained of a boat that had once been the pride of its ports.

Vessel after vessel was brought to the bay, or, in later years, built in its shipyards to meet the growing trade. The *Algoma*, a sidewheeler, originally the *City of Toronto*, was placed upon the Georgian Bay-Lake Superior route in 1864, her ports of call during the next nine years including Batchewana, Michipicoten Harbor and Island, St. Ignace, Nipigon and Fort William. The *Algoma* has been described as of "the old decorative Victoria-and-Albert type, with impressive figurehead, three rigged masts and all the trimmings." The fare from Owen Sound to the Sault and return, including meals and berth, was \$10; from Owen Sound to Fort William and return was \$24. A sister ship to the *Algoma* was the *Cumberland*, which was later lost on Isle Royale.

The ill-fated *Waubuno*, which had been built at Port Robinson in 1865, was brought to the upper lakes by James H. and William Beatty, pioneers in the Canadian shipping business. She was a sidewheeler about 150 feet in length and 40 feet beam. In 1867 she was chartered by the Canadian government to carry the expedition sent to open a route between Lake Superior and the Red River country. But in general she made trips to and from any port where freight was to be had, sometimes to lumber camps along the north shore, occasionally to Thunder Bay on Lake Superior where the Hudson's Bay Company post was about the only sign of civilization, but periodically calling in at Parry Sound where William Beatty, one of her owners, was trying to found a model temperance settlement.

Of all the early vessels on the bay none had a more romantic past than the famous Confederate blockade runner of Civil War days, known as the *B* (often called the Let-her-B). This boat, after lying idle for some years in Halifax harbor, was brought to the lakes as the *Chicora*. She still had the gun tracks of earlier days on her decks and her long rakish hull was unbroken save by the pilothouse, two funnels in line and the two tall masts which carried sail. On her ship's bell was the letter B, placed there by the builders. She made a trial trip to Lake Superior in September 1868 with a number of distinguished guests aboard and from 1869 to September 1875 was regularly engaged in the trade with the upper lake. After 1875 the *Chicora* went to Lake Ontario, where for many years she was well known in the Toronto-Niagara run.

The Georgian Bay Navigation Company, organized in the early seventies, included Thomas and John J. Long, two shrewd Irish businessmen who were long identified with upper lakes shipping. This company bought the *Gladys*, product of a Marine City shipyard, and renamed it *Northern Belle*. After twenty-two years' service it was burned at Byng Inlet in 1898.

Another group, organized as the Canada-Lake Superior Transit Company, entered the field about 1878 with the steamer *City of Winnipeg* (formerly the *Annie Craig*) and the *City of Owen Sound*. The *City of Winnipeg* was burned in Duluth on July 19, 1881, and the *City of Owen Sound* was wrecked on Clapperton Island during the last trip of the season of 1887. She was later raised and rebuilt as the *Saturn* but was finally lost on Lake Huron.

To replace these losses the iron steamer *Campana* was brought from salt water. Originally called the *North*, she had been built at Glasgow for the South American cattle trade but when purchased in 1881 was running between England and South Africa. It was necessary to cut the vessel in two at Montreal in order to get the hull through the canals. This was the first time that such a practice had been followed. The *Campana* was a twin-screw steamer, the first to come to the upper lakes. When she arrived in Collingwood on November 14, 1881, she had the appearance

connections with Lake Superior ceased. Forty-three years had passed since the little steamboat *Collingwood* had carried the Hind expedition to the head of the lakes and it was the *City of Collingwood* which closed this chapter of lakes shipping history. For fourteen years during the period, steamers from this port gave the only service to Fort William and Port Arthur, a contribution of no little importance to the opening up of the Canadian West.

The entry of the Canadian Pacific Railway into the lakes shipping business was an important development for Georgian Bay. In 1883 the rails had been laid between Port Arthur and Winnipeg and taken over from the contractors. To provide the necessary connections with the East, three Clyde-built steamers were brought across the Atlantic, the *Algoma*, the *Alberta* and the *Athabaska*. Two of these, the *Alberta* and the *Athabaska*, are still in service, more than sixty years after their arrival in fresh water. For a long time these vessels were the finest boats on the Great Lakes and they can still hold their own with boats launched long after they first came into the trade. They were built with Georgian Bay and Lake Superior requirements particularly in mind and were practically ocean ships of canal draught. Because of their length it was necessary to cut them in two at Montreal and move them to Buffalo where they were joined together and taken to Owen Sound. Service was inaugurated on the upper lakes in the summer of 1884.

On November 7, 1885, Donald Smith (afterward Lord Strathcona) drove the last spike to mark the completion of the Canadian Pacific Railway, the great project to link the East and West of Canada. The place selected for the ceremony, Craigellachie in British Columbia, was scarcely more than a name. Mr. Smith and the distinguished company who were present did not know that at the very moment when the historic spike was being driven one of their three fine ships, so recently placed in service, was pounding to pieces on the rocky shores of Isle Royale in Lake Superior. The wreck of the *Algoma* was a major disaster involving the loss of forty-eight lives.

The vessel had left her dock at Owen Sound on Thursday, No-

ember 5, with eleven passengers and a load of merchandise for Port Arthur. She passed through the Sault lock early Friday and by midnight was thought to be about fifty miles from port. The vessel carried sails on her two masts and had all her canvas spread while crossing Lake Superior. A northeast gale was blowing with rain and sleet and occasional snow. At four o'clock on Saturday morning Captain John Moore, realizing that he must be near Isle Royale, decided to head back into the open lake and take in sail. The alteration of course was scarcely completed when the stern of the vessel struck the rocky shore, smashing the rudder and making the ship unmanageable. At six o'clock, amid darkness and snow, the whole forward portion of the *Algoma* broke off and disappeared. A small group of survivors clung to the sloping afterdeck. A few of the crew had been able to reach land, less than a ship's length away, in one of the lifeboats to which they had lashed themselves, but for the others there was no alternative to remaining crouched on the wreck which might at any moment slide off into the deep water. They were there all day Saturday and all Saturday night, but when the weather moderated on Sunday morning they managed to reach shore on an improvised raft. Those who remained alive were taken off the island by the sister ship *Athabaska* on Monday afternoon.

Midland, younger by a generation than either Collingwood or Owen Sound, has rivaled them both as a shipbuilding center and as a grain port. The locality was once known as Mundy's Bay, named after an early settler, Asher Mundy, who took up land as early as 1818. But there was no settlement until the announcement came that the place would become the terminus of the Midland Railway. When the railway did come in 1872 there was a little village awaiting it. Lumbering was the chief activity in those days, and sawmills hummed in and around the edges of the harbor, one of the finest on the Great Lakes, thousands of acres in extent and almost perfectly protected.

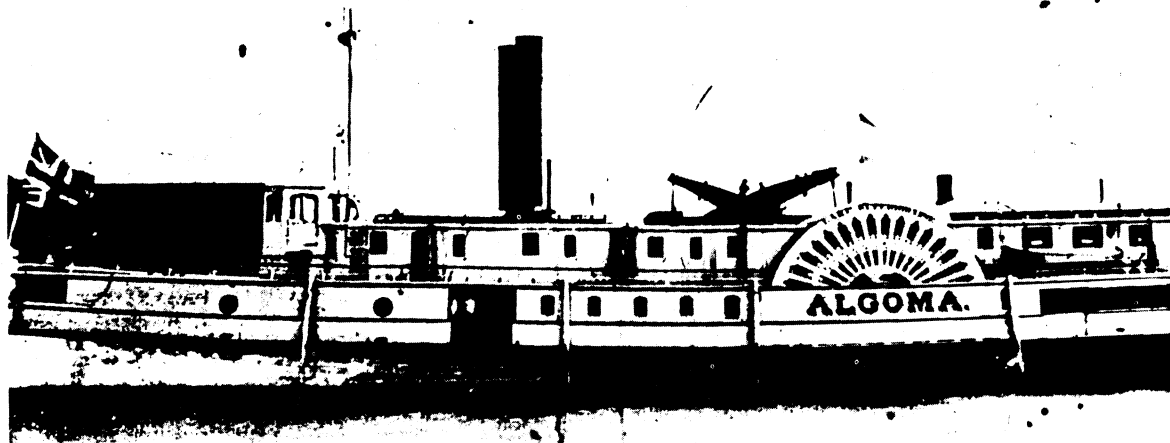
Midland may not have known it at the time but it was an im-

their records are a part of the tradition of its waters. Men like Campbell, Foote, McNab, McCannell, MacGregor, McLean, McIntosh, Bassett and others piloted their vessels to the Sault and to Fort William at a time when lighthouses were fewer than today and when gas and spar buoys were unknown. They had their charts and they had the lead line but beyond these aids they had an intimate knowledge of the waters they traversed and courage and initiative to bring them through. Snowstorms and fogs were as perilous in their day as now, and it is significant that more of these Georgian Bay steamers ended by the fire route than by foundering or piling up on some shore.

Peter M. Campbell, "Black Pete," as he was commonly called, was one of the best known and most skillful navigators of the eighties and nineties. The Manitoulin editor who made joking reference to his beard touched on one of the most distinctive points of his facial appearance. Whiskers which fringed his face, worn heavier on the chin and with the upper lip shaved, gave him the appearance of a Dunker elder. The name "Black Pete" had no reference to his character or manners, for he was one of the most popular and colorful figures in the bay shipping. He was one of the directors of the White Line and skipper of several boats built for its trade. The particular episode in his sailing career which is best remembered and which displayed his courage and resourcefulness was the burning of the steamer *Manitoulin* of which he was master.

The *Manitoulin*, a propeller, was built at Owen Sound during the winter of 1879-1880 for the Great Northern Transit Company's trade between Collingwood, Owen Sound and the Sault. She was in her third season when the end came. The vessel left Collingwood on Wednesday, May 17, 1882, heavily laden with freight for northern points and with a considerable passenger list made up of commercial travelers, merchants returning from buying trips in the East, and prospective settlers going to the North Shore or to Manitoulin Island.

The weather was fine and all went well until the second day



Steamer "Algoma" originally City of Toronto, then Racine, then Algoma.

at north shore Lake Huron ports. Her master was Captain James Dick, a half brother of the owner. She was renamed **ALGOMA**.

Her two walking beam engines worked independently, one on each wheel. She got herself off many a perilous shoal with little damage or trouble. On a last trip in the fall coming out of Bruce Mines, she went over a boulder in such a way that a plank opened up in front of one of her boilers. Looking down the forward hatch, the water could be watched as it boiled up into the firehold.

As long as the wheels were kept turning the pumps could keep the inrush from gaining, so the steamer managed to back off and continued on her way. It was so necessary then that supplies reach the settlers before winter set in. She reached the Soo, the balance of her cargo was unloaded and she set off on the four hundred mile run to Detroit, the only drydock then available! Men worked in the fireholes, up to their ankles in water, until Detroit was reached and repairs could be made. In 1874 **ALGOMA** steamed out of Collingwood as escort to the **CHICORA** when the latter carried Lord Dufferin, the Governor-General, and entourage; on the cruise the **ALGOMA** under command of Captain Dan Cameron. It was her last high society trip. She was a timber barge for a short period. Finally condemned, she lay dismantled, drifted to the west side of Collingwood harbour, eventually burned and died buried in sand. Hers was typical of the long brave careers of those early vessels. In the long watches on stormy nights, only prayers for guidance brought heaven's own blessing as the answer guided the helm of their deliverance. Insurance rates were so high vessels frequently ran without any. The trip required ten days to the head of the lakes. There were no telegraphs, few light-houses. News of vessel passages was unknown. Westbound the freight comprised cattle, hogs, and all kinds of merchandise. Eastbound there was little but fish and small quantities of highly concentrated ores from Mines. Population figures for those days give Bruce Mines 2500, Sault Ste. Marie, Ontario 500, Silver Islet 1500.

were entered into with Mr. Beatty whereby at a valuation of \$12,500., the WAUBUNO was taken over and Mr. James Beatty became associated with the Georgian Bay Navigation Company.

Other financial men became interested in the constantly growing trade. From time to time, new companies were being formed and more steamers added to the fleet. There was the Toronto and Lake Superior Navigation Company, composed largely of men connected with the pioneer Northern Railway. Building up a lake trade was their object. They brought the CITY OF TORONTO, renamed RACINE, (and later ALGOMA) with the steamer CUMBERLAND to run on the Lake Superior route. Shortly after, the famous CHICORA a blockade runner of the American Civil War was brought up for the feeder line of the Northern Railways as well. In time she was not adapted for this trade, her freight carrying capacity was too light and her passenger capacity in excess of her needs. Her expenses were too high. However, she carried the troops under Wolseley, from Collingwood to the shores of Thunder Bay, for the suppression of the Riel Rebellion in 1870.

There was no wharf large enough at Prince Arthur's Landing (Port Arthur after 1883) for her, so she had to anchor off-shore, men and cargo being landed in small boats, then sent on by Dawson Road, a mixed road and river route to Ft. Garry and scene of action. At that time, 1870, the only Canal lock was on the American side and controlled by the state. Supplies were unloaded from the CHICORA at Sault Ste. Marie, Canada, so she could pass through the Canal empty. Then soldiers and equipment were reloaded twelve miles farther on at Point aux Pins above the Soo lock.⁵²

In 1874, the CHICORA which had been laid up at Collingwood in 1873, was chartered for July and August as the Yacht to carry the Governor General, Lord Dufferin and entourage through the Upper Lakes. Captain John McNab was in charge for that project.

In 1877 in tow of a tug the CHICORA went to Toronto. In 1878 she was the nucleus of the newly chartered Niagara Navigation Company with Hon. Frank Smith (later Sir Frank Smith) and Barlow Cumberland, owners. Here began the story of the rise and fall of the Niagara Navigation Company from 1878 to 1957.

Less familiar by name but famous as a pathfinder in those days, the ALGOMA was built in 1840 by the Niagara Dock Company operating on Lake Ontario. She was first called CITY OF TORONTO II. In 1850 she was sold to Thos. Dick. She was 163 feet long by twenty two foot beam, and 11 feet hold, gross tonnage 417 tons and net 349 tons. She had two LP's 46 x 144, Ward's Eagle Foundry and Machinery Co.

When the railroads began operating, and vessels on the lake lay idle, CITY OF TORONTO II was turned over to the Abbey Bros. at Port Robinson as part payment for a new vessel being built. She lay there for some time then she was bought, in 1863, by Captain Disten, towed to Detroit, rebuilt, her original clipper bow now showing a straight stem and her mizzen masts removed, her name changed to RACINE.

In 1863 Captain Thos. Dick took RACINE over. In 1864 Perry and Carruthers of Owen Sound, Ontario, had new boilers installed and took her to the Upper Lakes and routed her from Collingwood via Manitoulin Island to Sault Ste. Marie, carrying mail and also calling

⁵²Cumberland, Barlow, *A Century of Sail and Steam on Lake Ontario*, Musson Book Company, Toronto.