

ped mostly in barrels, bales and bags. All grain was in barrels. Eggs were shipped in barrels packed in sawdust.

In 1858, the **RESCUE**, a twin screw steamer of 121 foot length, 22 foot nine inch beam and 10 foot deep, 248 net tons was put on the route Collingwood to Fort William under command of Captain James Dick. She was owned by the North West Trading and Colonization Company and had a contract price to carry the mail for \$1200. for the season. The first mail consisted of three letters and two newspapers. Thus was laid the foundation of the North West trade as we have it today.

The steamers **GORE** and **MAZEPPA** were the first steamers to run out of Collingwood in the 1850's to Georgian Bay parts. The **GORE** was but a small tug compared to later vessels, the **KALLOLAH**, the **PLOUGHBOY** all on the Canadian Registry as having freight and passenger accommodation. The vessels from Chicago comprising the **MONTGOMERY**, **ONTANAGON** and **HUNTER**, and for a short period the ill-fated **LADY ELGIN** (which sank in 1860 in Lake Michigan in collision with the schooner **AUGUSTA**, 300 lives lost), all came into the picture with the opening of the railroad from Toronto to Collingwood. It was in the closing sixties that a small steamer the **WAUBUNO** proved the base from which the Northern Navigation Company later developed. The **WAUBUNO**, a sidewheeler was built in Thorold in 1865, of 465 gross tons, net 293 tons. She was 135 feet long, eighteen feet beam, and 7 feet hold, of wooden construction. She was brought to the Upper Lakes by James H. and William Beatty pioneers in shipping on the Georgian Bay and Lake Huron. The **WAUBUNO** was sailed for several years by Captain Peter Campbell, familiarly called "Black Pete" for his abundance of black whiskers. He was an increasingly prominent figure in the growth and development of the lake trade. The **WAUBUNO** was lost November 22, 1879 with all hands on Georgian Bay. Capt. Campbell had severed his connections with the Beattys and organized a syndicate composed of Messrs. Dill, Manager of the Dodge Lumber Company of Byng Inlet, Mr. James Cunningham, agent of the Northern Railway at Collingwood, Mr. Murphy of Newmarket, Mr. Charles Cameron of Collingwood, and himself. The syndicate purchased the **GLADYS** of 310 net tons that had been built at Marine City in 1875. When she arrived at Collingwood in 1876 her name was changed to **NORTHERN BELLE**. Until November 6, 1898, (when she burned at Byng Inlet), she plied the Georgian Bay and Lake Huron ports on the East and North shores of the Bay, and as far West as Sault Ste. Marie. Shortly after her purchase and before the charter had been received, Messrs. Dill and Cunningham withdrew from the syndicate. Their places were taken by the brothers Messrs. Thomas and John J. Long. Thomas Long was a benefactor of Collingwood, a successful store-keeper who at this important stage in Collingwood's Marine development, turned both his interest and investment to water transportation. For the next twenty five years, until 1901, these men in the syndicate were leading figures in transportation circles.

Under the charter "Georgian Bay Navigation Company", the officers were John J. Long, President; Charles Cameron, Vice-President; Thomas Long, Secretary-Treasurer. The placing of the **NORTHERN BELLE** on the route meant keen opposition for the **WAUBUNO**. All ports along the Upper Lakes were necessarily served by boat until railway connections were extended to Owen Sound, Meaford and Midland in the 1870's. With characteristic shrewdness, for which the Long-Cameron-Campbell combination came to be known, negotiations

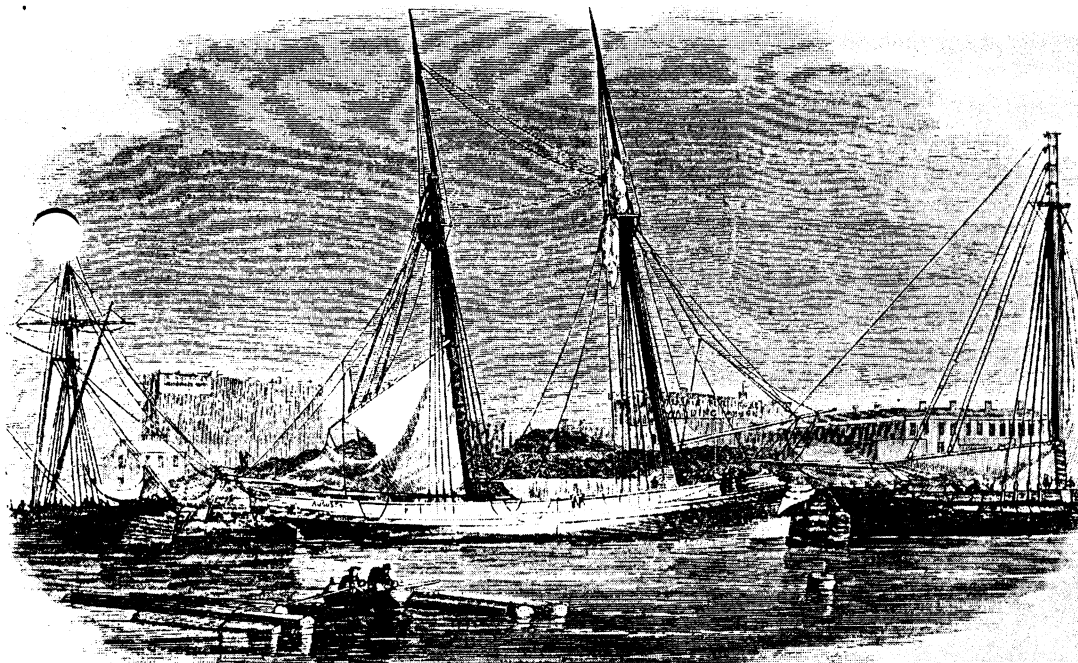
The steamer CUMBERLAND was also allied with the **ALGOMA** and **CHICORA**. She was wrecked on Isle Royale August 5, 1876.

Into the developing commerce of these times came the New England Transportation Company with Captain Fairgrievs of Hamilton with steamers **COLUMBIA**, **LAKE ERIE**, **CANADA** and **CALIFORNIA**. About 1878, Smith and Keighley wholesale grocers of Toronto came on the scene with steamers **CITY OF WINNIPEG**, and **CITY OF OWEN SOUND**, sailing under the corporation name of Canada - Lake Superior Transit Company. The **WINNIPEG** was burned in Duluth July 19, 1881. The **CITY OF OWEN SOUND** was wrecked in 1887 on the shores of Clapperton Island while on her closing trip of the season. The latter was raised, rebuilt at Collingwood, renamed **SATURN**, but she was finally lost on Lake Huron. To replace some of the lost steamers, Mr. A. W. Smith of Smith & Keighley went to London, England. There, he purchased the iron steamer **CAMPANA**, the first bulk iron vessel to ply those waters. She was the object of consuming interest. As the Beauharnois Canal had not been lengthened to 255 feet the steamer had to be cut in two parts and then put together again. The work was successfully accomplished by Barlow Cumberland and W. White and was the first instance of a heavy cargo steamer being brought from the sea. The **CAMPANA** was also the first twin screw steamer to run on the Upper Lakes. She arrived in Collingwood on November 14, 1881. It was an event of great importance. The important citizens at that time were owners or builders or sailors of ships. If one could not talk steamboat and didn't know the whistle of every boat, it was just common everyday ignorance of the grossest form. With the **CAMPANA** was allied the sidewheel steamer **FRANCES SMITH** (built in Owen Sound in 1867) which later became the property of the Long - Cameron - Campbell interests. She was then renamed the **BALTIC** and burned at Collingwood in 1895. The **CAMPANA** was chartered by the Canadian Pacific Railway after the loss of the **ALGOMA** in 1885 and was operated by them until the new steamer **MANITOBA** was built, then she operated under North West Transportation colors until 1895 when she went to Quebec S. S. Co., a useful vessel for long years and finally wrecked in the Gulf of St. Lawrence.

In the meantime, the **WAUBUNO** foundered in a terrible late November snowstorm 1879 with a loss of seventy souls. Not one escaped.



Rudder and Remnants of Waubuno in 1965.



The schooner *Augusta*, which collided with the *Lady Elgin*, from a photograph taken in Chicago after the disaster. At this time sailing vessels outnumbered steamers on the Lakes by nearly four to one; the *Augusta* was a typical schooner. This picture and the one on page 80 appeared in the *London Illustrated News*. (—Courtesy Chicago Historical Society)

rammed the other, and then it was too late. In those days the rules of the road were vague. The arrangement of lights on the steamer was said to be defective, but the schooner had none at all. Captain Malott claimed he had no idea of the damage he had caused and thought his vessel had merely knocked off some of the steamer's trimmings; for that reason he did not lie to and give assistance. In the formal investigation he was exonerated, but that ruling has been argued ever since.

Factors contributing to the disaster were much like those brought to light by other marine disasters of the period, and such things were probably also common on most ships that did not get into trouble. On the *Lady Elgin* there were too many people and insufficient boats; at least one of the boats was not properly equipped. Life preservers were not readily available and the navigational lights were not correct.

Public reaction to the disaster was enormous. Newspapers of the day debated the pros and cons with high emotion, casting as villains Governor Randall and especially Captain Malott. Three years later when Captain Malott, then commanding the bark *Major*, was lost with his ship no more than ten miles from where the big steamer sank, people no doubt spoke of retribution. Memory of the *Lady Elgin* did not fade quickly. Nearly forty years later a historian wrote, "One of the greatest marine horrors on record was the loss of the steamboat *Lady Elgin*."

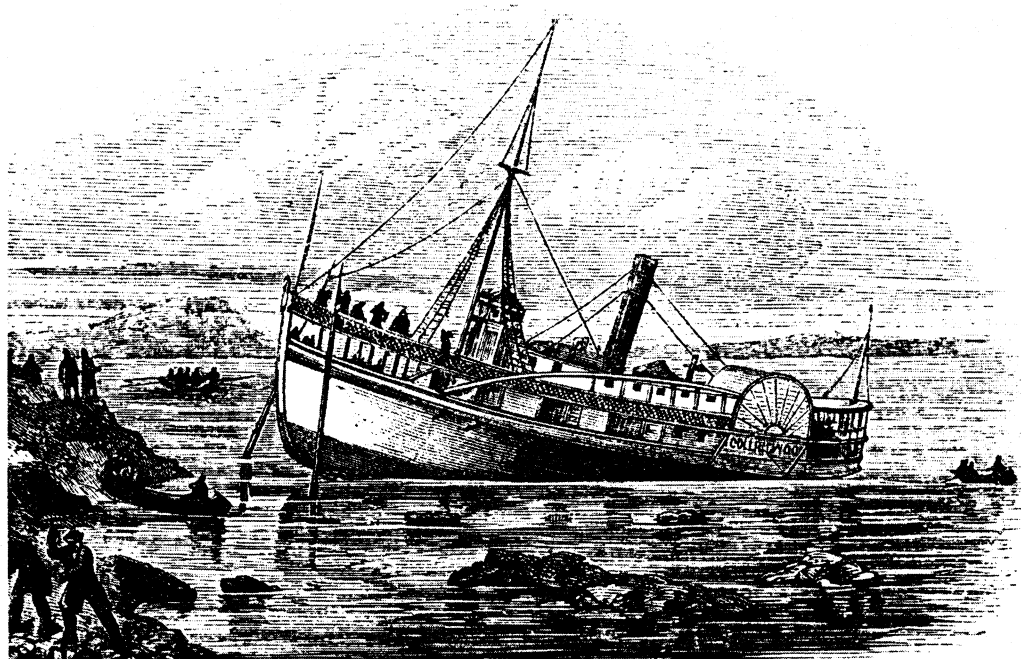
The collision has been the subject of paintings, plays, poems and songs. Best known is the song, "Lost on the *Lady Elgin*," written by Henry C. Work, who also wrote "Marching Through Georgia" and "Grandfather's Clock."

COLLINGWOOD

While towns were springing up along the U.S. shore of Lake Superior and steamer lines such as the one to which the *Lady Elgin* belonged were growing there, the northern shore of the Lake remained wild and was populated only by Indians and the staffs of occasional Hudson's Bay Company posts. Technically, Canadian territory extended past the end of the Lake and contained those posts, including the major one, Fort William. But the Canadian land was only a fringe along the shore; north and west of it lay the areas belonging to the Hudson's Bay Company. Thus there was no reason for anyone to travel there unless it was on H.B.C. or government business.

In 1857 the Canadian Government sent an expedition to explore a part of the H.B.C. territory, the Red River area—the country that lay south of Lake Winnipeg—where there was a colony of *métis*, people of mixed voyageur and Indian ancestry, centered about the H.B.C. post of Fort Garry. Canada was beginning to look westward, and the Hudson's Bay Company was not unreceptive. The Canadian Government chartered the steamer *Collingwood*, in the local service on Georgian Bay, to carry the expedition as far as

The first Canadian steamer to go to the head of Lake Superior, the *Collingwood*, ran aground near Michipicoten Island during the voyage, but was freed by the efforts of her crew and passengers. (—Courtesy Public Archives of Canada)



Fort William. On July 24 the vessel headed out of Collingwood, bound north and west.

The *Collingwood*, 188 feet long and of 440 tons, had been launched at Buffalo in 1852 and christened *Kaloolah*. She came to Georgian Bay in the following year. In 1855 the harbor town of Collingwood sprang suddenly to life when the first railway north of Toronto made that point its terminus. The steamer was given the name of the new town, which became her base.

One member of the expedition was Henry Youle Hind, professor of chemistry and geology at Trinity College, Toronto, a vigorous man involved in several expeditions and explorations at about this time. As the steamer crossed Georgian Bay he noted the pollen of pine trees floating over the surface of the water, and near St. Joseph Island and at the Sault he remarked "the odour of the balsam . . . perfuming the air with most delicious fragrance."

On the 27th the *Collingwood* passed through the Sault Ste. Marie Canal, probably the first Canadian steamer to do so, and entered Lake Superior. Immediately those on board saw a storm approaching; a dense, black cloud about six miles long was coming toward them at considerable speed, "and as it approached masses seemed to detach themselves from the main body, and be whirled or driven in its van. . . . Its form changed rapidly and a white line of crested waves beneath it gave warning of an approaching squall, which

soon came down with great force, and compelled us to seek shelter in Whisky Bay."

Next morning the vessel steamed out of her refuge and started on her way again. About 9 a.m. fog began to appear and continued throughout the day. Sunlight occasionally penetrated it, and the people on the steamer then saw "fogbows," and "on looking over the side of the vessel a double halo of very brilliant colours might be seen encircling the shadow of the observer's head projected on the dark coloured waters. Every man saw 'his own halo,' but not that of his neighbour."

The fog continued after dark, and **Captain McLean**, master of the steamer, knew that the mineral deposits in this area might make the compass unreliable. Two of the Indian canoemen who accompanied the expedition were stationed in the bow as lookouts in addition to the regular watch, and the captain, mate and some of the passengers stayed awake and paced the deck.

An evident feeling of anxiety was common to both passengers and crew; several of the former went to their berths without taking off their clothes. The night was extremely foggy; it was impossible to see more than a few yards beyond the bow of the vessel. The lead was cast several times, with no bottom at 288 feet. At a quarter to 12 P. M. no soundings were obtained with twenty fathoms; a few minutes afterwards the lead showed forty-five feet of water; the signal was given to stop her, and then to "back water," but it was too late, a harsh grating noise, a sudden uplifting of the

bow of the steamer, and a very decided shock quivering through the vessel, told that she had struck. The alarm and anxiety inseparable from such an incident followed . . .

They lit torches and inspected the ship and the rock ledge on which the *Collingwood* was stuck. She did not appear to be damaged. Her bow rose five feet out of the water and the ledge sloped back so that there was 36 feet below her stern. On either side there were huge masses of rock just below the surface. The crew set to work moving anchors, chains, fuel and cargo aft, hoping to change her balance and get her off, but this did not work.

Next morning the fog cleared somewhat and the men on the steamer found that she was firmly lodged on a small rocky island just south of Michipicoten Island and about two miles from Michipicoten Harbour, where there was an H.B.C. post. They sent a boat to the post and in time it returned with enough timber to build a derrick. That afternoon they finally got her free "by the aid of derricks, steam, and a continued rolling from side to side by the united efforts of the passengers running with measured step from one side of the vessel to the other." She proceeded into Michipicoten Harbour so that the crew could inspect her more carefully for damage and move the cargo and fuel back to their normal places. Just inside the harbor she grounded once again, but this time they released her fairly easily.

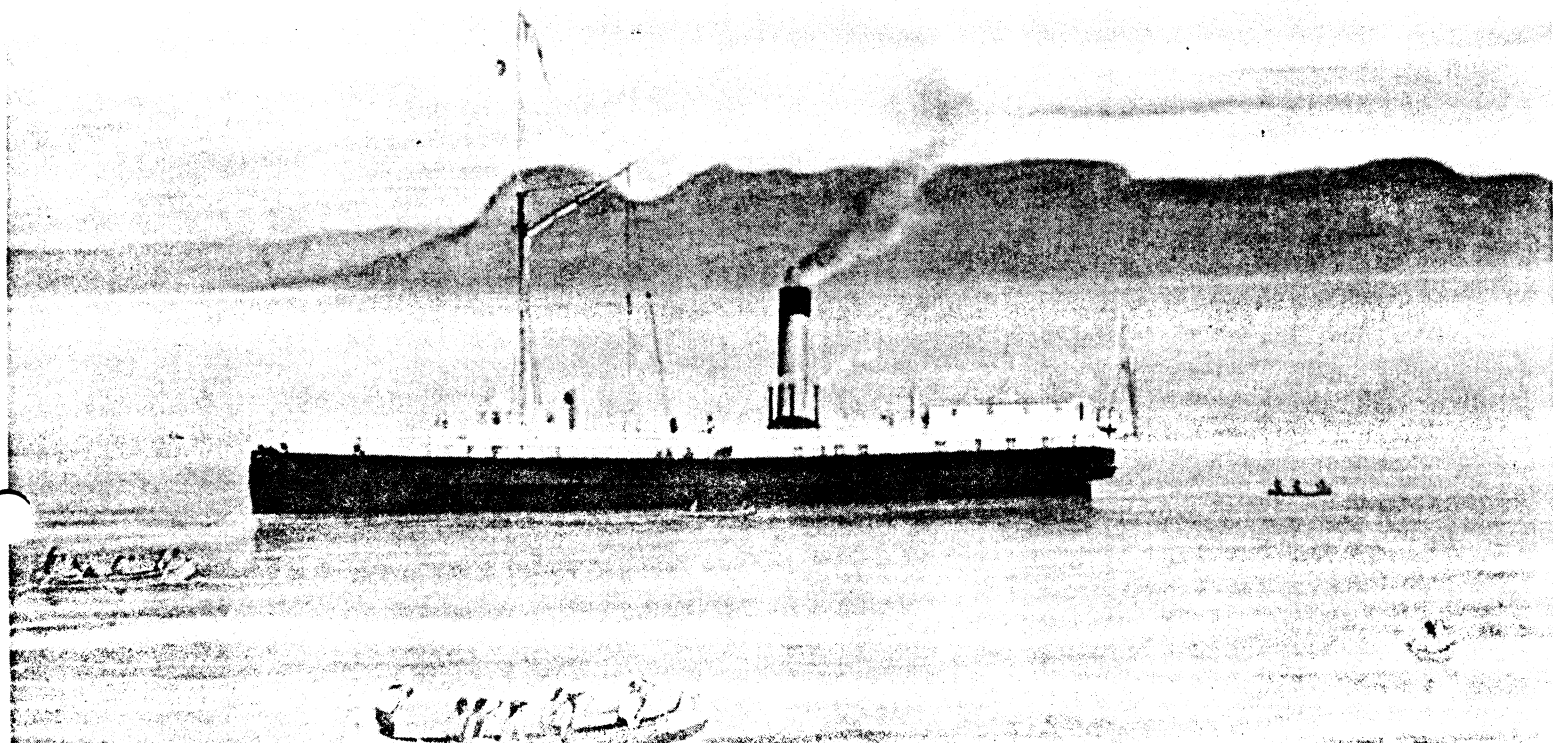
At 4 p.m. on the 30th they steamed away and steered for Thunder Bay at the northwestern corner of the Lake. The following morning they passed Isle Royale; at 2 p.m. they passed Thunder Cape and at 4:30 the chain rattled out as the *Collingwood*, the first steamer to reach the Canadian Lakehead, anchored off Fort William. Mr. McIntyre, the H.B.C. officer in charge of the fort, greeted them warmly and gave some of the party accommodations for the night. They unloaded the canoes they brought with them and made ready to leave the steamer and start up the Kaministiquia River on the route to Fort Garry.

RESCUE

In 1858, the year following the *Collingwood's* pioneer voyage to the Lakehead, another vessel began the first regular service along the Canadian shore of Lake Superior. She was the *Rescue*, a twin-screw steamer 121 feet long, owned by a group of Toronto men who had obtained a contract to carry mail to the Red River. One of them was Captain James Dick, master of the ship, which had been built at Buffalo in 1855. The mate, A. McNab, was from Collingwood.

At 10:30 on the morning of July 12 the Royal Mail Steamer *Rescue* left Collingwood. In charge of the mails was Captain William Kennedy, an old Hudson's Bay Company man. In addition to Kennedy there were six other passengers, including one lady, a Mrs. Abrahall, who accompanied

The *Rescue* at Fort William, from a painting by William Armstrong.
(—Courtesy Thunder Bay Historical Society)



her husband. They passed Cove Island light, at the entrance to Georgian Bay, that evening. The light was not officially opened by the Canadian Government until the next year, so the lantern on top of the tower, visible only about two miles on a clear night, must have been temporary.

After a stop at the Bruce and the Wellington copper mines on the North Channel and another stop to take on wood at the Canadian Sault, they passed through the Sault Canal on the 14th. The Hudson's Bay Company put aboard a pilot at the Sault, the captain of the H.B.C. schooner that sailed these waters; he took them as far as Pine Point, where they engaged his son-in-law to pilot them the rest of the way. They pushed on past Michipicoten as darkness fell, with a heavy wind on the beam; the ship was steady and comfortable and her twin 200 hp engines pushed her along at 10½ mph all that night. Shortly after daybreak they encountered a heavy fog and lay to until it cleared at 1 p.m. Then they proceeded, and anchored at Fort William, outside the bar at the river mouth, at 7 p.m. on Thursday the 15th.

It was a bright night and the steamer soon was surrounded by a hundred canoes paddled by Indians who had come out to see the monster. Presently there appeared in the moonlight a "huge gondola rowed by twenty Indians, who sang their boating songs," carrying Mr. Loranen, who was in charge of the fort during the absence of the factor, Mr. McIntyre. The H.B.C. officer and the passengers spent much of the evening in conversation, and next morning Loranen sent out boats loaded with wood to refuel the steamer.

Several of those aboard the *Rescue* took trips through the near-by area that day, visiting the Jesuit mission about three miles upriver or going fishing and discovering that the speckled trout were so large they broke the tackle the men were using. Other passengers looked over the large farm of the H.B.C. at Fort William, where there were fifty cows as well as other animals and where oats, barley and vegetables were grown. They learned that Sir George Simpson, Governor of the company, had returned from the Red River just before their arrival and had set off for the Sault with two nine-man canoes.

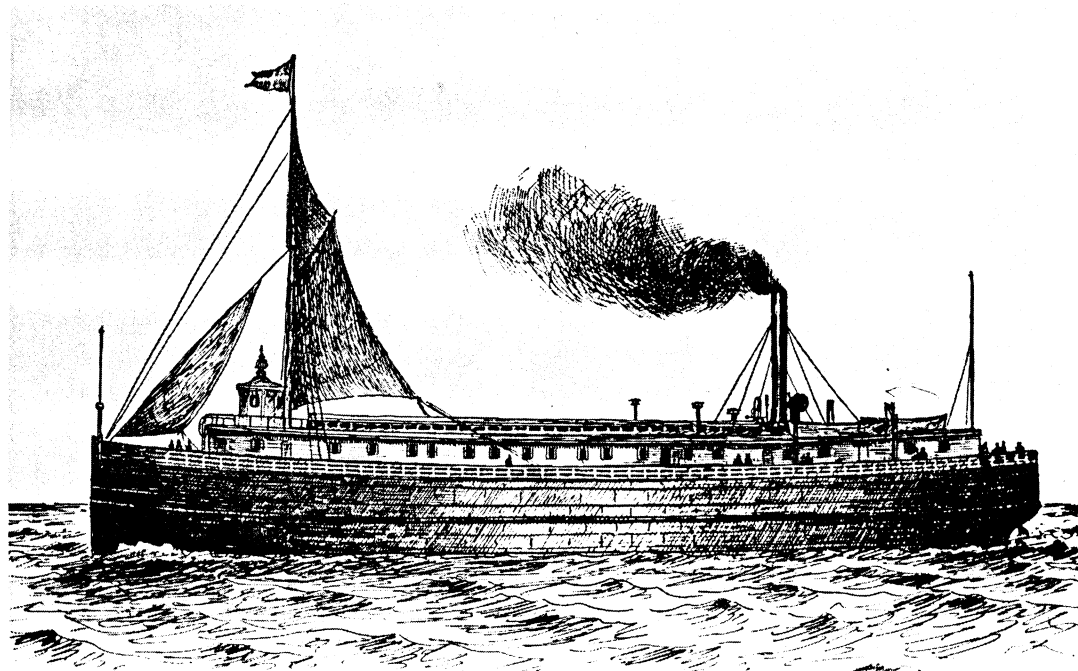
Next evening at 8:00 they left Fort William and headed for Grand Portage. They lay to outside the bay until daylight, then went on in. Captain Kennedy bought a small canoe and hired two Indian canoemen; after a handshake all around he was on his way with the first mail — three letters and two newspapers — over the old canoe route to the Red River.

This route followed the international boundary inland; along the Lake shore on the United States side was a small village where surveyors were laying out town sites and a lighthouse was to be built that summer. American steamers called there twice a month and the *Illinois* — she had been the first vessel through the Sault Canal — was expected within the day. Steamer service now had encircled the Great Lakes.

MERCHANT

Most steamers at this time carried both passengers and freight. The freight was commonly

The *Merchant*, first iron propeller on the Great Lakes. (—From *American Steam Vessels Booklet Series*, drawing by Samuel Ward Stanton)



games and singing until midnight. No tug having arrived, the gentlemen slung hammocks on deck, turning over the cabins and quarterdeck to the ladies. Next morning the gunboat was afloat again — the water level had risen. All sail and steam were made back to Port Dover.

Not all of the ship's duties were social, however. She spent most of her time patrolling the coast. On one occasion, in November 1867, the U.S.S. *Michigan* appeared off Port Dover and signaled that her captain wished to confer with Lieutenant Alington; H.M.S. *Britomart* went out and the two captains discussed matters that history does not record. By the end of the navigational season of 1867 the Fenian alarms had died down sufficiently that the Royal Navy decided Canada could handle the situation by herself; the *Britomart* and her two sister gunboats departed. Alington and one of the other gunboat commanders eventually became admirals — probably the only senior officers of the Royal Navy in their generation to have seen service on the Great Lakes.

CHICORA

The new Dominion of Canada soon began negotiations with the Hudson's Bay Company for its great expanses in the North and West, and eventually agreed to buy the lands for the sum of £300,000.

The H.B.C. post of Fort Garry lay on the Red River, which runs north from St. Paul to Lake Winnipeg. Along the river near the fort were settlements made up largely of *métis*; the white ancestry of most of them was greater than the Indian and for most it was French. They were products of the fur trade, for which this place had long been a central depot, and their white forefathers had been voyageurs and adventurers in that trade. Most of the *métis* families were based on farms, narrow strips that ran back from the river in the manner of Quebec farms along the St. Lawrence. The men of these families were mostly frontiersmen and workers for the H.B.C.; they were buffalo hunters, teamsters and on occasion still canoemen.

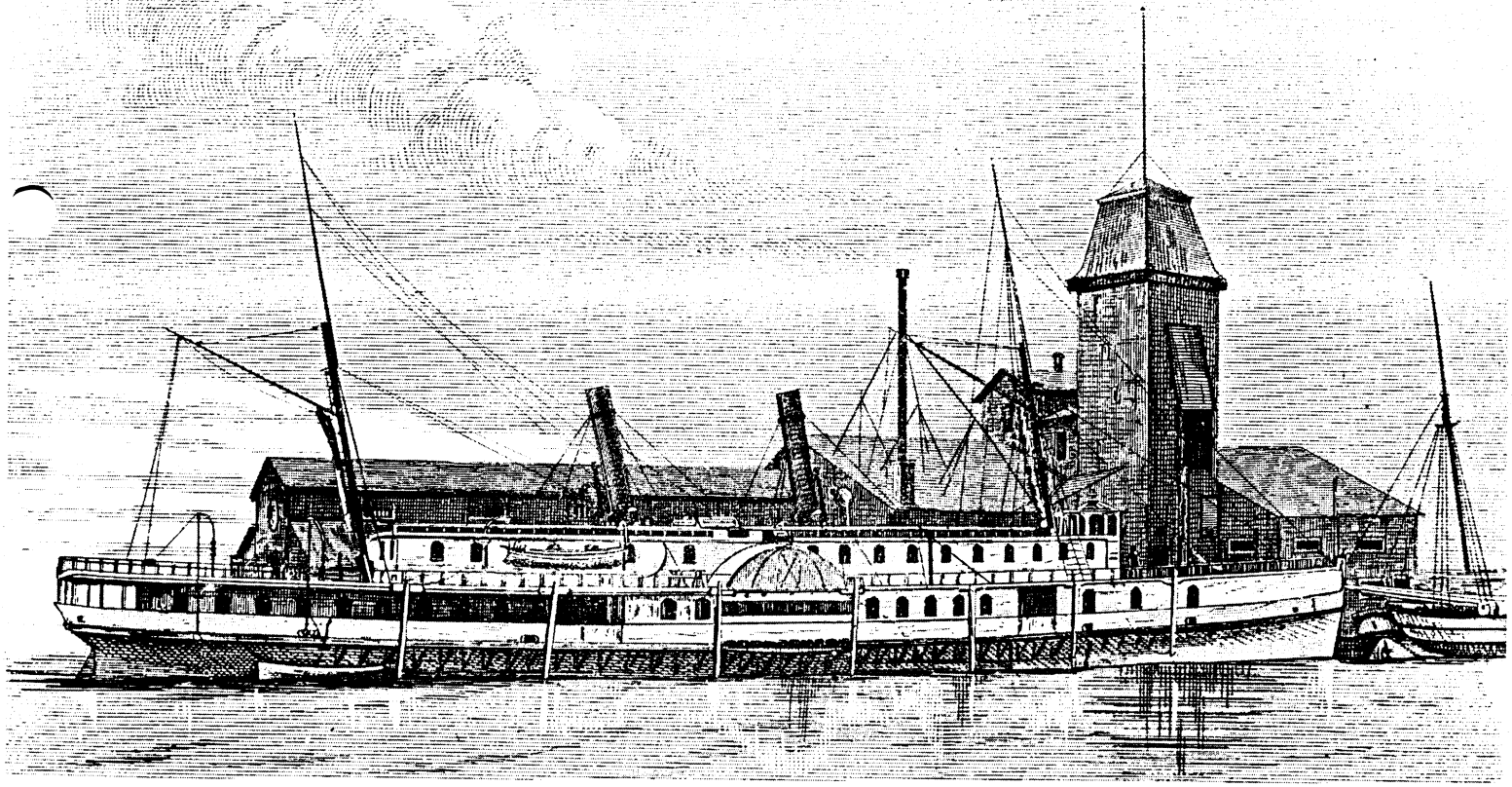
The *métis* awaited the westward thrust of civilization with foreboding. It certainly would change their country and it might destroy them. The statesmen in Ottawa and merchants in London

saw no reason to tell the people who lived in the area what they planned to do with them; not even William Mactavish, chief officer of the company at Fort Garry, was informed of the plans. They all lived in an atmosphere of rumors and twisted news reports. There was also a small but assertive group of Canadian Protestants who scorned the *métis* and made it known that when Canadian government came they would be the chosen ones. Add to that the presence of several clever Americans, representatives of the merchants and politicians of Minnesota who coveted the British Northwest. It was an explosive mixture.

Before the land purchase was complete or final plans even announced, Canadian surveyors arrived in the Red River country. One day a survey party, which spoke no French, started to run a line across the established farm of a man who spoke no English. The excited farmer ran for help and returned with a number of friends led by a stocky, curly-haired, 25-year-old who had been educated in Quebec, Louis Riel. Riel calmly put his moccasined foot on the surveyor's chain and announced in English, "You go no farther."

Thus began the explosion. Quickly Riel and his followers took over Fort Garry and established their own government. The St. Paul Chamber of Commerce demanded U.S. annexation of the British Northwest and Minnesota legislators took up the cry. An American Fenian, W. B. O'Donoghue, arrived at the Red River and became treasurer of Riel's government. The Protestant Canadian group there resisted the *métis*; there were plots and skirmishes, and some of the Anglo-Canadians ended in jail. One of them, Thomas Scott, a young fellow described by a contemporary as "a rash and thoughtless man," persisted in cursing and insulting his *métis* captors. After a while they tired of him, tried him briefly, put him before a firing squad and executed him.

The newly formed Canada almost came apart at the seams. Protestant, English-speaking Ontario seethed and cried for revenge. Catholic, French-speaking Quebec reacted against the Ontario reaction. During all of this it was evident that the United States might take over the Red River country at any moment. Beset on all sides, the



The *Chicora* at Collingwood. This engraving appeared in the *Canadian Illustrated News*, June 25, 1870. (—Courtesy Public Archives of Canada)

Men and matériel of the Wolseley Expedition landing at Sault Ste. Marie. The United States finally, under diplomatic pressure, allowed the ships of the expedition to pass through the Sault Canal, but required that all troops and supplies be unloaded and carried across the portage on

the Canadian side. This drawing is by William Armstrong, who was appointed an army captain and made chief engineer of the expedition. (—Courtesy Metropolitan Toronto Library Board)



Canadian Government quickly passed the Manitoba Act, establishing the new province with its own legislature and representation in the Dominion Parliament; but it also sent to the Red River a military expedition. To reach its goal that expedition had to cross the Great Lakes from Collingwood to Thunder Bay at the head of Lake Superior; from there it had to find its way westward over forest roads and waterways.

An established Canadian steamer line ran from Collingwood to Thunder Bay. It had two vessels, the *Algoma*, an old and rather slab-sided boat, and the *Chicora*, a fast, neat ship that had been a Civil War blockade runner. Her hull was constructed of exceptionally thin steel plates, and she probably was the first steel vessel on the Lakes. She had been launched at Birkenhead, England, as the *Letter B*, more often rendered informally as *Let Her B*, and having been owned during the war by the Chicora Import and Export Co., she in time was named *Chicora*. During the war she was based at Nassau, in the Bahamas, and at Charleston, S.C. To bring her to the Lakes she was cut in two and the pieces towed by tug through the canals to Buffalo, where they were again spliced together. She arrived at Collingwood in 1868 with gun mounts still on her decks; there she was converted to passenger service and put in the Lake Superior trade in 1869. She was 221 feet long, of 26 feet beam and 539 tons, a long, lean ship with big paddle wheels and two tall, raking smokestacks.

On May 3, 1870, on the first trip of the year, the *Algoma* set out from Collingwood to the Lakehead carrying 140 workmen and voyageurs to build the roads and man the boats that were necessary to move an expedition from the northwestern corner of Lake Superior to the Red River. She passed through the Sault Ste. Marie Canal, which belonged to the State of Michigan, and went on to the head of the Lake. On May 7 the *Chicora* left Collingwood with a similar group of 120 voyageurs and workmen and supplies for their use. On the 10th she was stopped by the Michigan authorities and not allowed to go through the canal. Hamilton Fish, Secretary of State to President Grant, had written to the Governor of Michigan telling him that it was the President's wish that

neither a Canadian military expedition nor its boats be let use the canal. The canal authorities decided that that included the *Chicora*.

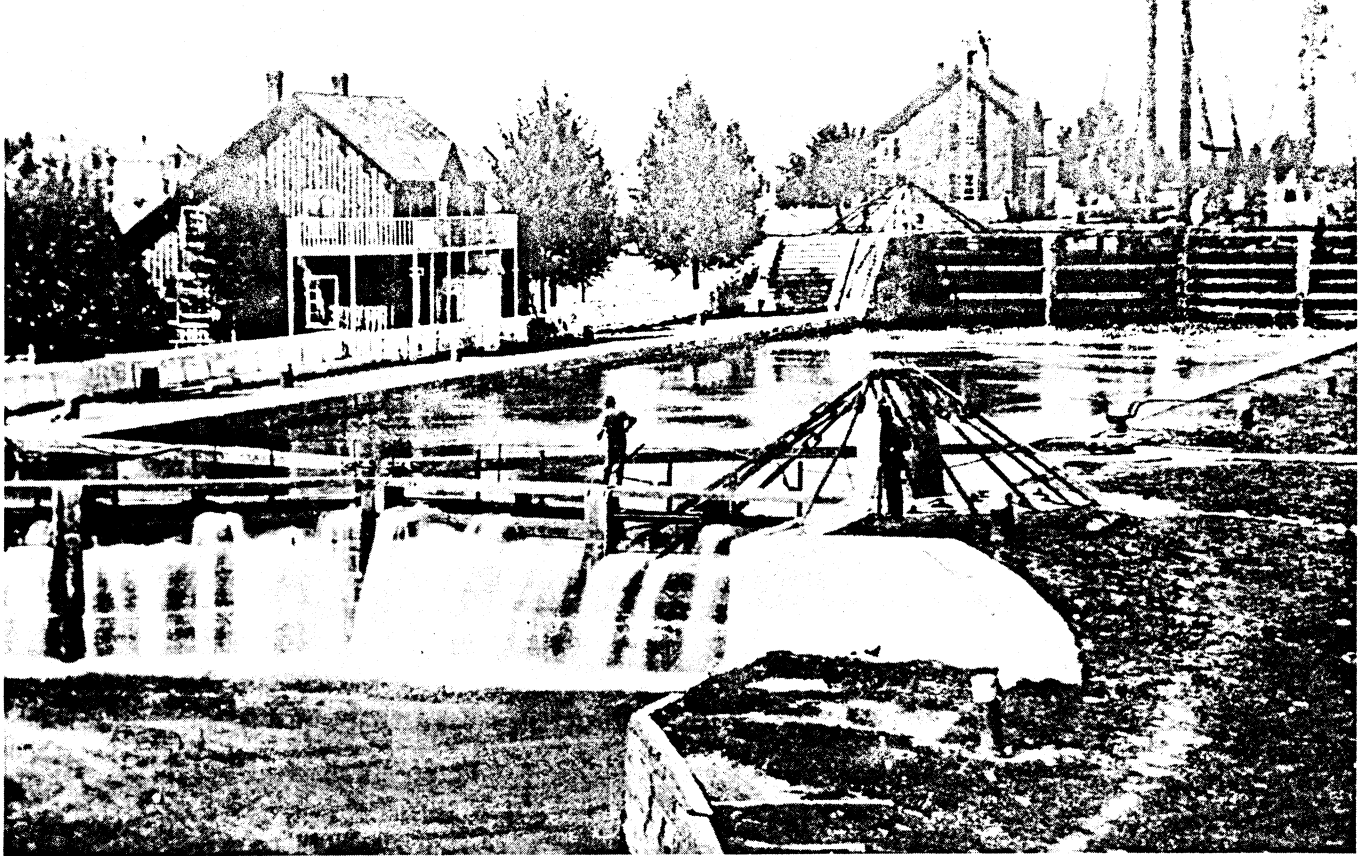
The Governor General of Canada sent off an outraged telegram to the British Minister in Washington, who represented Canadian interests there.

. . . great surprise . . . Canadian steamer *Chicora* stopped from passing the Sault Ste. Marie Canal
. . . Canadians at all times have allowed free use of Welland and other canals to American vessels
. . . Present action considered very unfriendly . . .

Edward Thornton, the Minister, conferred with Hamilton Fish and noted politely that if Canada shut the Welland Canal to American vessels it would be most inconvenient for them. President Grant held a cabinet meeting on May 16 to discuss the matter; he began by commenting that he regarded the refusal to let the *Chicora* pass as unfriendly to England, and added, "I guess we all feel so too." The cabinet laughed heartily. But when they got down to the real discussion they finally decided to reopen the Sault Canal to British vessels with commercial cargoes only, mainly because of the Canadian threat to close the Welland. This meant that vessels of the expedition could go through, but all troops and military supplies had to be unloaded at the foot of the canal, taken over the Canadian portage road and reloaded on Lake Superior.

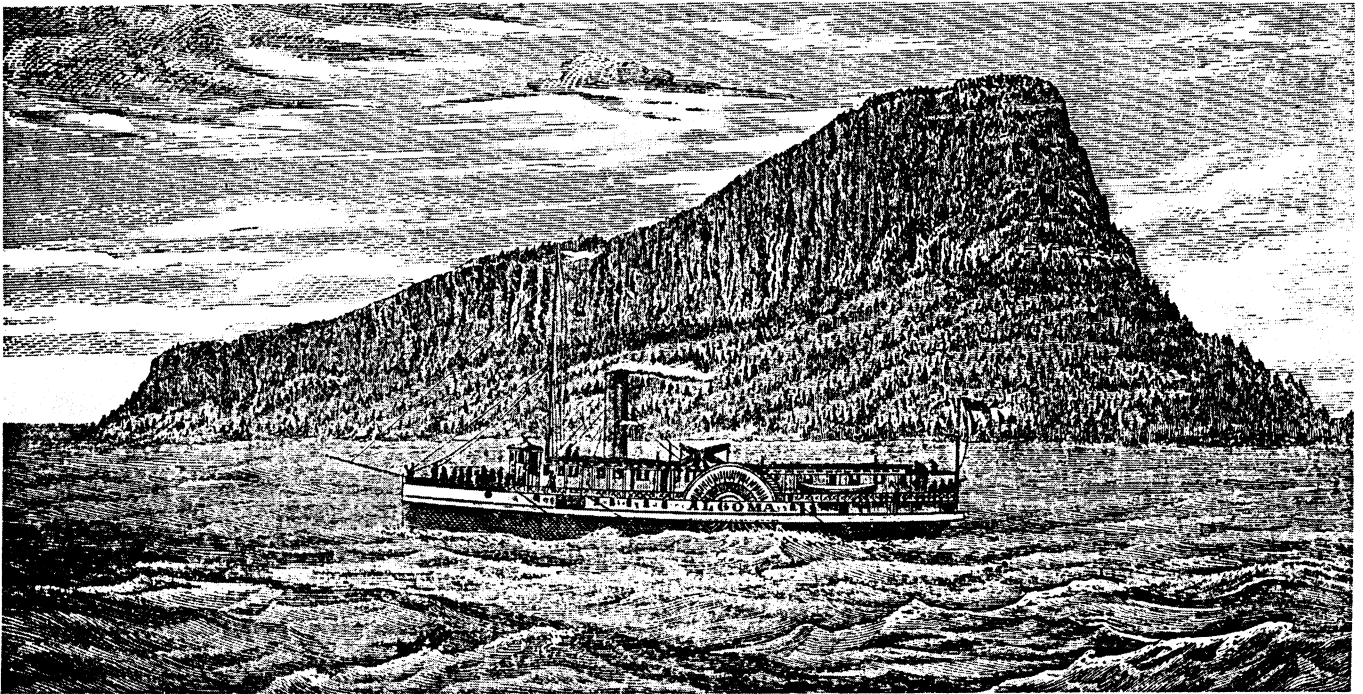
The commander of the expedition was a rising British officer, Colonel G. J. Wolseley, who in time became the model for Gilbert and Sullivan's "Modern Major General," and later was Commander-in-Chief of the British Army. He commanded a brigade made up of a British regular infantry battalion, an enthusiastic and sanguine Ontario militia battalion and a considerably less enthusiastic and smaller Quebec militia battalion, plus detachments of artillery and other elements.

On May 14 Wolseley sent two companies of the 1st Ontario Rifles on the *Chicora* to Sault Ste. Marie. There were reports of Fenians gathering at Chicago to launch an attack against the Canadian portage road, and he wanted to get a military force there as quickly as possible. Other vessels soon brought more troops there. Two Canadian gunboats also patrolled the southern approach to the Sault. They were the converted merchant vessels the government had used during earlier



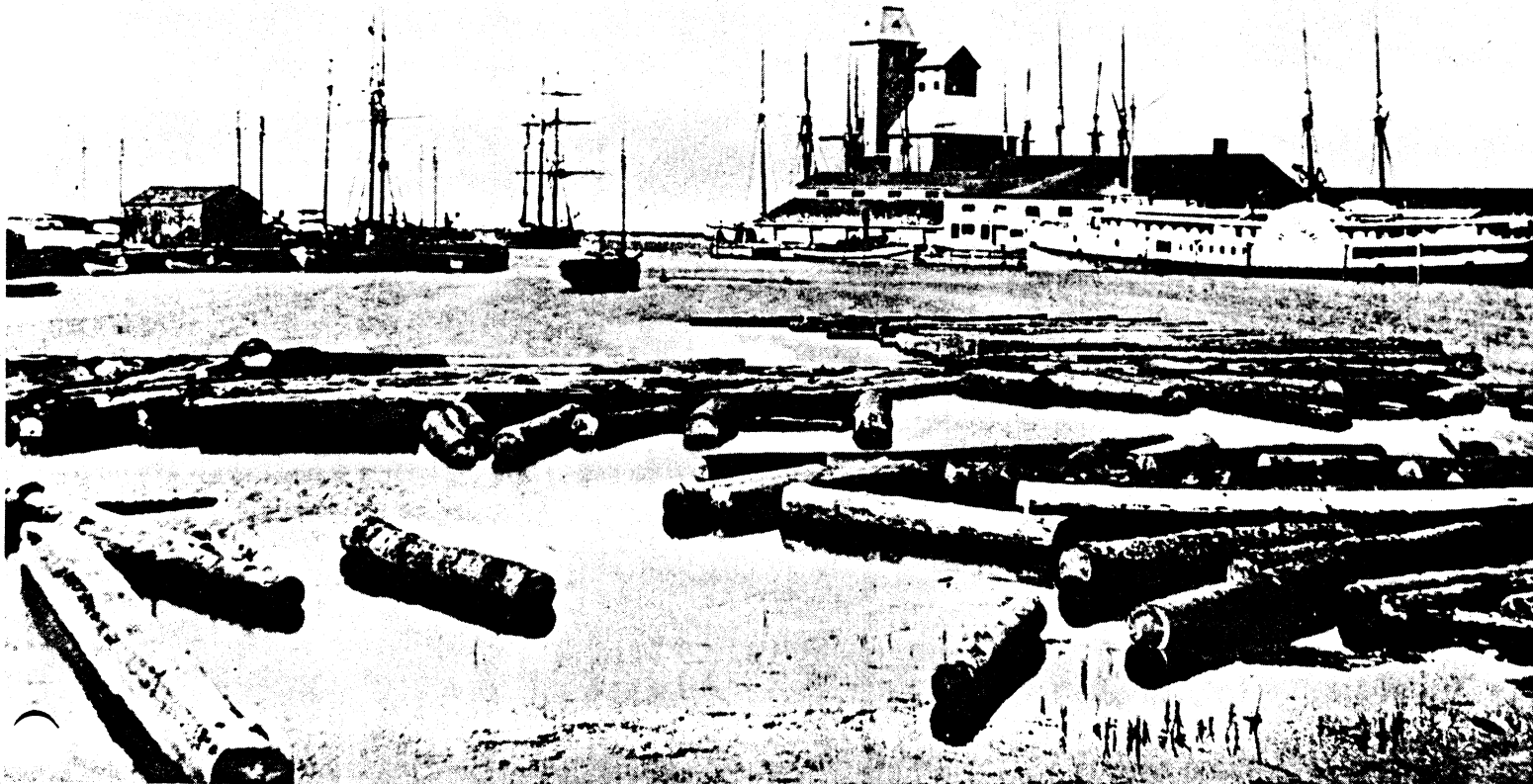
The Michigan State Locks at Sault Ste. Marie, about 1870. These are the locks that were at first closed to the *Chicora* and through which she and other vessels of the Wolseley

Expedition were later allowed to pass. The locks were constructed by Charles Harvey and first opened in 1855. (-Courtesy Public Archives of Canada)



The *Algoma* ran opposite the *Chicora* but was completely different in construction, being an old wooden vessel of typical Great Lakes design. Here she is shown passing Thunder Cape near the head of Lake Superior, carrying

members of the Wolseley Expedition. From a drawing by William Armstrong reproduced in the *Canadian Illustrated News*. (-Courtesy Metropolitan Toronto Library Board)



Collingwood harbor in 1871 or 1872, just after the Wolseley Expedition embarked there. The steamer is the *Cumberland*, which replaced the *Algoma* in service to Lake Superior. Note also the barkentine at the harbor entrance.

The lumber boom was nearing its height on Georgian Bay at this time and Collingwood harbor, like others on the Bay, was cluttered with logs.

Fenian episodes on the Lakes; by coincidence one of them was the steamer *Rescue* which had carried the first mail from Collingwood to the Lakehead for the Red River.

On the 21st Wolseley himself sailed out of Collingwood on the *Chicora* with his staff, a company of British infantry from the 60th Rifles, and voyageurs, teamsters and horses. The steamer also carried 15 boats to be used on the waterways west of Lake Superior. She arrived at the canal on the morning of the 23rd. There the local Member of Parliament came on board and assured Wolseley that the U.S. commander at Fort Brady, just across the river, had very cordial feelings toward the Canadians; Wolseley evidently need not fear an attack from that particular quarter.

After going through the laborious business of unloading the *Chicora*, marching the troops and hauling the equipment over the road and reloading her again, they sailed away for the Lakehead. At the same time other vessels of the expedition were following the same procedure. Those arriving at the Sault with only supplies and no troops had troops put aboard there, for warnings had been received that Fenians among the Irish laborers in the iron mines at Marquette were chartering a steamer to attack the expedition on Lake Superior.

Four days later the *Chicora*, carrying Wolseley and his men, arrived at Thunder Bay and anchored off a shore where there had been a forest fire; the landscape now consisted only of tall burned

trunks and black smoking rock. A few shanties had been erected there by the advance party of workmen. Wolseley christened the spot Prince Arthur's Landing; thus began the city of Port Arthur, later to be merged with Fort William into the present city of Thunder Bay.

Vessels plied between Collingwood, the Sault and Prince Arthur's Landing for nearly two months, carrying troops and supplies, all of which were unloaded, taken over the portage road and reloaded again. Five Canadian steamers, four chartered American steamers and four schooners were used. Among them was the *Chicora*, which speeded regularly between Collingwood and the Lakehead.

From the head of Lake Superior the expedition struck inland, clearing roads and portages as it went. A hospital and supply base were left behind at Prince Arthur's Landing and a company of the Quebec militia with two cannon was stationed there to guard against Fenian attack. Such an attack never came, perhaps because the expedition was ready for it. The *Chicora* and *Algoma* provided regular communication with Colling-

wood, carrying messages and nonmilitary supplies. On August 24 the expedition arrived at Fort Garry; Riel and his immediate supporters fled as it arrived. Manitoba was finally and definitely Canadian.

There was an abortive Fenian attack in Manitoba in October of the following year, 1871, after most of the troops had gone home, but it failed completely. After that the tensions gradually faded between Canada and the United States. True, Louis Riel did return from the U.S. to the Canadian West 14 years later to lead another revolt of *métis* and Indians against progress directed by an insensitive government, was captured and hanged — many said in revenge for Scott's execution. Much of the world pled for mercy and Canada herself went through another spasm of sectional and religious hatred. But this time the United States was not actively involved. By then Canada and the U.S. were going forward together through an era of expansion and development.

Confederate Blockade Runner "The Chicora" Now Flying the Canadian Flag, 1911, Niagara Navigation Co.

BY A. J. CLARK

Sailing under the Canadian flag on Lake Ontario is a Steamer the history of which dates to the days when British Shipyards were turning out their speediest craft for what then constituted the most exacting service in the world namely, the running of the United States navy's blockade of the ports of the receding Southern States. The steamer is the Chicora of the fleet of the Niagara Navigation Company of Toronto, Canada, plying between the latter place and the Canadian and American ports on the Niagara River below the Falls. She has been continuously on the route since she was purchased to found the line in 1878 and has been remarkably successful. Built at Liverpool or at Birkenhead just opposite, toward the close of the great civil struggle she yet arrived on the American side of the Atlantic in time to make several successful trips into the port of Charleston, South Carolina, despite all the vigilance of the Union men-of-war. Confirmation of this was obtained by her present owners many years ago from her war-time captain who visited Toronto to have a last look at the vessel once his pride and from the decks of which he had been able to smile scornfully at his sluggish pursuers. As a blockade runner the steamer had no upper-works and was turtle backed to the fore mast. Everything to make her conspicuous was carefully avoided. No topmasts were used and the rakish funnels though unusually tall to secure strong draught, were of small diameter. She is shown thus in a rare old photograph now in possession of one of the officers of the company. It was taken while she was coaling at a West India port for one of her dashes into Charleston harbor.

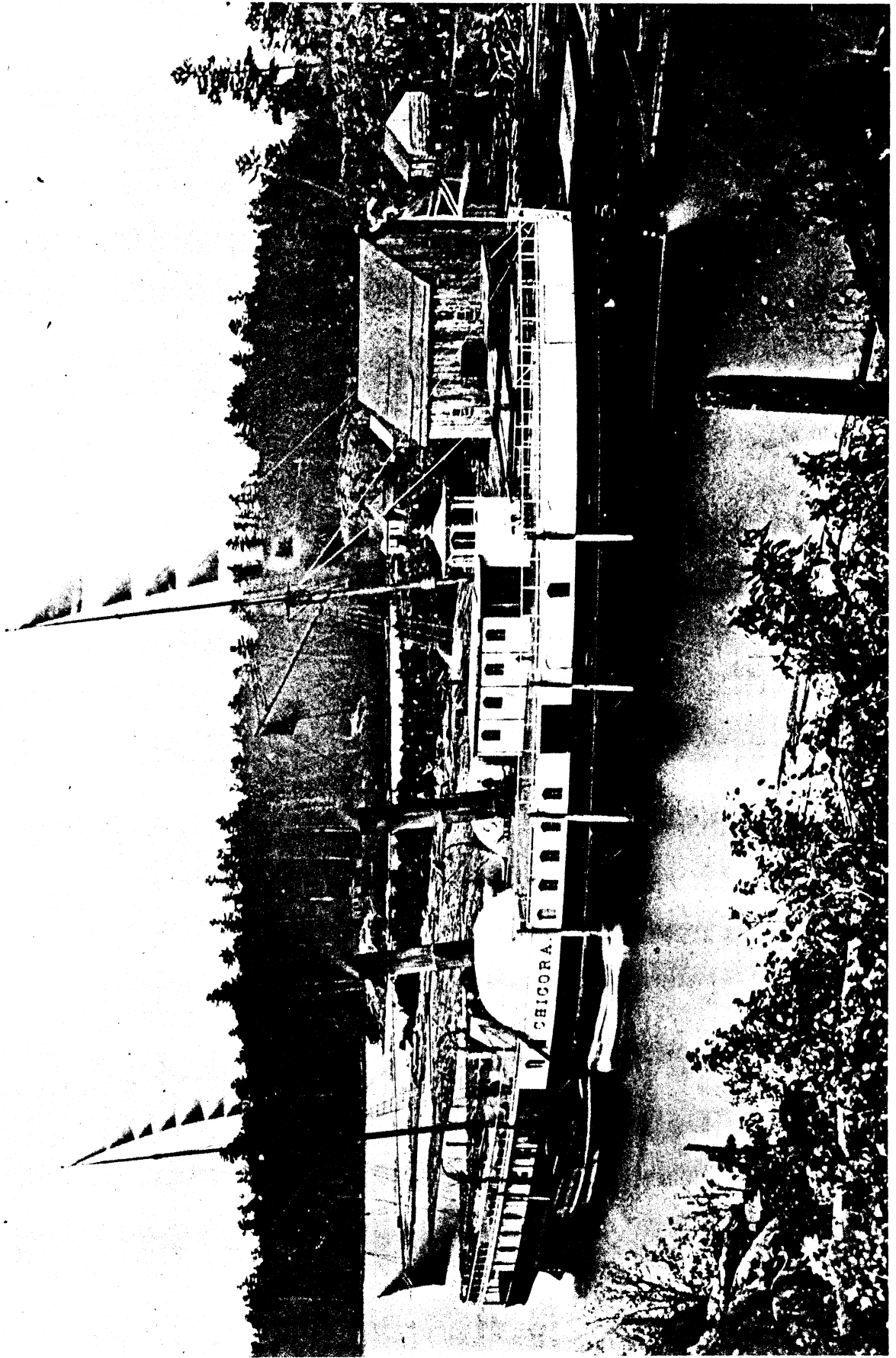
The close of the war between the States putting an end to the career for which she was built the low-lying craft was brought to Halifax where it may be that she received her present musical Spanish name meaning "Land of Flowers." Sold for service on the Great Lakes she was cut in two to pass the canals and after being rebuilt to fit her for her new duties was put in commission between Collingwood on Georgian Bay, and Thunder Bay on the north

shore of Lake Superior. On this route during the summer of 1870, came the next event in the Chicora's history, for during that season she did yeoman service in forwarding Lord Wolseley's (then Col. Garnet Wolseley) famous Red River Expedition for the suppression of the first Riel rebellion in the Canadian North West.

As soon as it became known that Canada proposed to use the great lakes as part of the route over which to send her soldiers to the scene of the rebellion the American authorities issued strict orders forbidding the passage of Canadian troops or their supplies through the canal located on United States territory around the rapids of the St. Mary's River. So zealous were the officials at the "Soo" intrusted with the enforcement of these orders that they even stopped the Chicora on her regular trip, though she had neither troops nor contraband of war on board. Not to be deprived of 500 and odd miles of water travel Col. Wolseley formed the plan of shipping his supplies to the foot of the rapids, having them portaged over Canadian territory and re-shipped for the passage across Lake Superior. This scheme was carried into effect, but fortunately for the better relations of the two countries the annoying restriction was removed by the Washington authorities before the final departure of the expedition. Consequently to the Chicora fell the honor of taking Col. Wolseley and staff and the advance guard of the Red River forces through to Port William, then but a Hudson Bay Company's post.

The Chicora has an iron hull 210 feet in length and is of the side wheel type. Her engines are those originally placed in her though they have been in great part rebuilt. What might be termed the only relic of her early career now preserved aboard the steamer, hangs on the rail in front of the pilot house in the form of a small ship's bell. This in its own way tells practically all that is known as to when and where the vessel was built and her original name. On the bell is engraved:—"Let Her B, 1864, W. C. MILLER, Shipbuilder, Liverpool."

The accompanying illustration is made from a copy of the old photograph mentioned above and shows the historic steamer lying at her West India coaling station. The masts of the sailing ships, outside which she lies, make a rather confusing background, but otherwise the outlines are quite clear. The awnings amidships and aft were for the protection of the crew while cruising in tropical waters.



✓

Two passenger ships, each bearing the name *Algoma*, traded from Lake Huron and Georgian Bay to Lake Superior over a century ago.

The sidewheeler *Algoma*, in our photograph, was originally named the *City of Toronto* and was built in 1839 at Niagara-on-the-Lake for the Royal Mail Line to operate on Lake Ontario. It had a wooden hull 147 feet long, 23 feet wide, with a 12-foot draught. It weighed 500 tons.

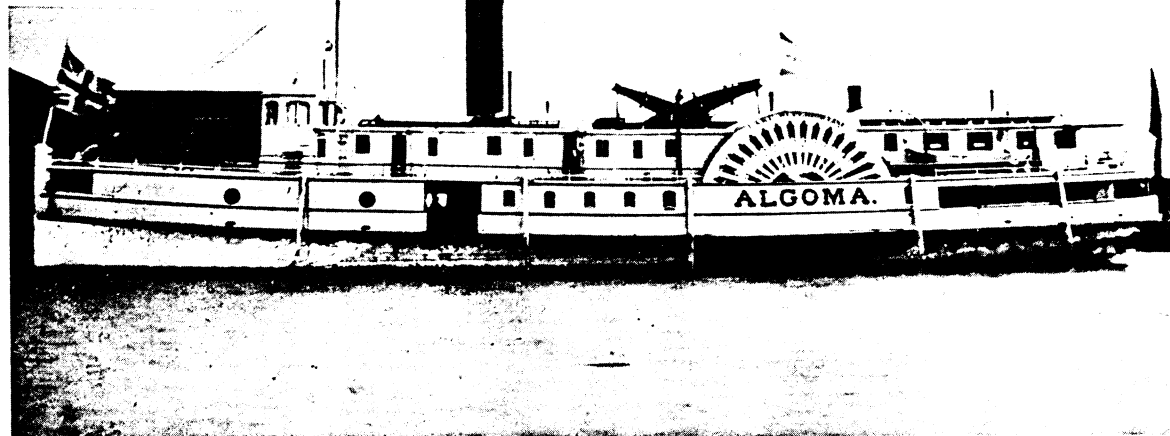
The two engines, made by Ward's Eagle Foundry, Montréal, were vertical beam engines with cylinders 46 inches in diameter, a 12-foot stroke and two return flue boilers. The paddle wheels were 26 feet in diameter.

The *City of Toronto* was one of the very first steamers on the Great Lakes to have double vertical beam engines, an engineering feature that enabled it to turn easily. Also, it was originally built with a clipper bow, a square stern and three tall masts for sails.

When the *City of Toronto* was first launched, it had no upper cabins, all passenger accommodation being between decks. Its first years were spent in passenger service between Kingston and Prescott. Then, in 1843, it was transferred to the Toronto, Niagara, Queenston, Buffalo and Lewiston, New York route. In April 1842, Charles Dickens was a passenger, going as far as Kingston, where he took another steamer to Toronto.

At that time, the fare from Lewiston to Kingston was \$5 including berth and meals. A passenger could make the trip for \$2 if he was content to sleep on the deck and bring his own food.

In 1863, the *City of Toronto* was damaged by fire while in Niagara and the hulk was consequently sold to Ward of Detroit, Michigan. In order to get the vessel through the Welland Canal, much of it had to be disassembled. It was then towed to Detroit where it was



completely rebuilt. The ship was much changed in appearance but it retained the original engines. Named the *Racine*, it was registered as an American vessel and operated between Detroit and Lake Michigan ports.

In 1865 it returned to Canada and was renamed the *Algoma*. The following years were prosperous ones. The steamer had no serious accidents and it made money for the owners. It was the pioneer steamer of the Collingwood, Lake Superior area, and of the Royal Mail Line, owned at that time by Toronto interests. It commenced weekly trips to Bruce Mines and Sault Ste. Marie, calling at Georgian Bay ports. A second route was to Thunder Bay (Prince Arthur's Landing), with calls at Hudson's Bay Company posts on Lake Superior.

The *Algoma* was used as a troop ship and on May 27, 1870, landed the first contingent going

The Algoma at Port Arthur docks. Note its double walking beam engines, c. 1875. Public Archives of Canada, C 28537.

to quell the Métis Uprising in Red River. The *Algoma* continued to sail into Prince Arthur's Landing regularly until the fall of 1871. It was then tied up in Collingwood Harbour and kept idle until August, 1874, when it, for one day only, acted as an escort to the *Chicora* which had been chartered by Governor-General Lord and Lady Dufferin who were visiting the Upper Great Lakes.

The *Algoma* again lay idle and rotting at the dock until a day in 1881 when it caught fire. The burning hulk drifted across the harbour and embedded itself near the old dock of a lumber firm.

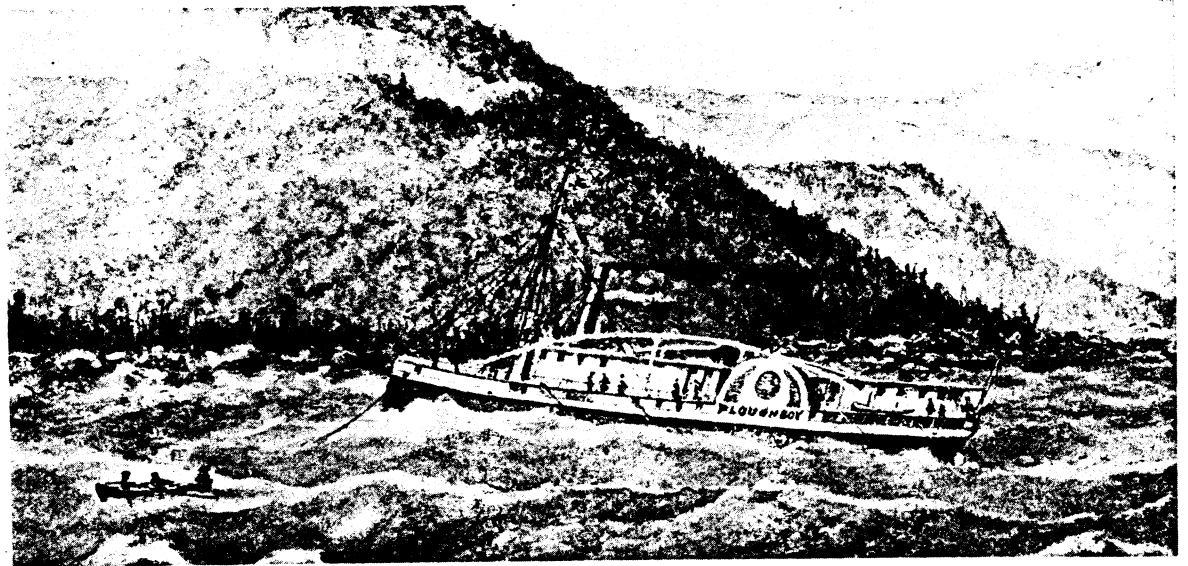
The *Ploughboy* was built by Captain W. Eberts at the Eberts Shipyards in 1851 at Chatham, Ontario. Its hull was made of wood, 170 feet long by 28 feet wide by eight feet deep. It weighed 450 gross tons. The engine of the *Ploughboy*, which had been made by the Ward Ironworks in Montréal, had been originally installed in the *Transit* which was dismantled in 1850. It was a side lever engine with a cylinder 42 inches in diameter and a stroke of four feet six inches. The paddle wheels were 24 feet in diameter.

From 1851 to 1864 the *Ploughboy* was owned by the Park Brothers of Amherstburg, Ontario. On October 1, 1851, they began making daily excursions between Chatham, Amherstburg and Detroit. In April 1854, the Great Western Railroad was completed from Niagara to Windsor, passing through Chatham, providing a direct rail service from the east to Chicago. The *Ploughboy* was no longer necessary for transportation in this area.

The *Ploughboy*, in 1856, under the command of Captain Rowan, was the first steamer to take regular passenger and freight service to Lake Huron ports beyond Goderich. There were no navigation lights north of Goderich and very few places had adequate docks. Sailing a ship in these waters was a precarious undertaking.

When the *Ploughboy* stopped at Kincardine a large scow had to be rowed out to take off passengers and freight. If the water was rough, the passengers and freight were unable to land. So, in 1856, the Department of Public Works began the construction of two piers which were to give adequate docking facilities for several years.

By 1859 the *Ploughboy's* route had been extended to Owen Sound and Collingwood. The *Kaloolah* and the *Ploughboy* in the 1850s were the first large freight and passenger



ships to serve the Georgian Bay area. From this time on, the *Ploughboy* travelled over the Great Lakes, calling at ports such as Buffalo, Port Stanley, Detroit, Windsor, Sarnia, Goderich, Owen Sound, Meaford, Collingwood and Penetanguishene.

On the morning of July 2, 1859, with Sir John A. Macdonald on board, the *Ploughboy* left Collingwood for Sault Ste. Marie. As it was approaching Lonely Island in Georgian Bay, an engine breakdown occurred. The ship's officers were immediately aware of the peril. Without power, the battered *Ploughboy* was being driven closer and closer to the treacherous rocks off Lonely Island.

The anchor was dropped. It dragged along the bottom of the lake for over twelve miles. The passengers gave up all hope and prepared to meet what appeared to be inevitable disaster. It was felt that a religious service should be held, as many of the passengers believed they would die, but none felt equal to the task of conducting the service. Finally a government

Ploughboy, July 2, 1859, 50 yards from the rocks of Lonely Island. Metropolitan Toronto Library Board.

official read a petition from an Anglican Prayer Book for those in peril on the sea.

By 2:30 the next morning, the *Ploughboy* was within 50 yards of the rocky shore. Suddenly, the anchors bit into the rugged floor of the bay and held. The ship remained firm until the following midnight when the lights of an approaching vessel were seen. Help had arrived. Five crew members had rowed a life boat 70 miles to Owen Sound. The steamer *Canadian* was contacted and, as quickly as possible, it rushed to the aid of the *Ploughboy*. The crippled *Ploughboy* was taken in tow and all persons were landed safely at Collingwood.

Sir John A. Macdonald later wrote, "You will see by the papers what a narrow escape we had. None of the party will be nearer to their graves until they are placed in them. The people behaved well, the women heroically."

In August, 1863, one of the passengers on the *Ploughboy* was found murdered in his cabin. This crime was never solved. In 1864, the *Ploughboy* was sold, renamed the *T. F. Park*, and converted into a tug on the Detroit River. In 1870 it became a freighter, operating between Port Stanley and Cleveland, Ohio. On June 3, 1870, the hull, again called the *Ploughboy*, burned while moored in Detroit Harbour. It was a total loss and inadequately covered by insurance.

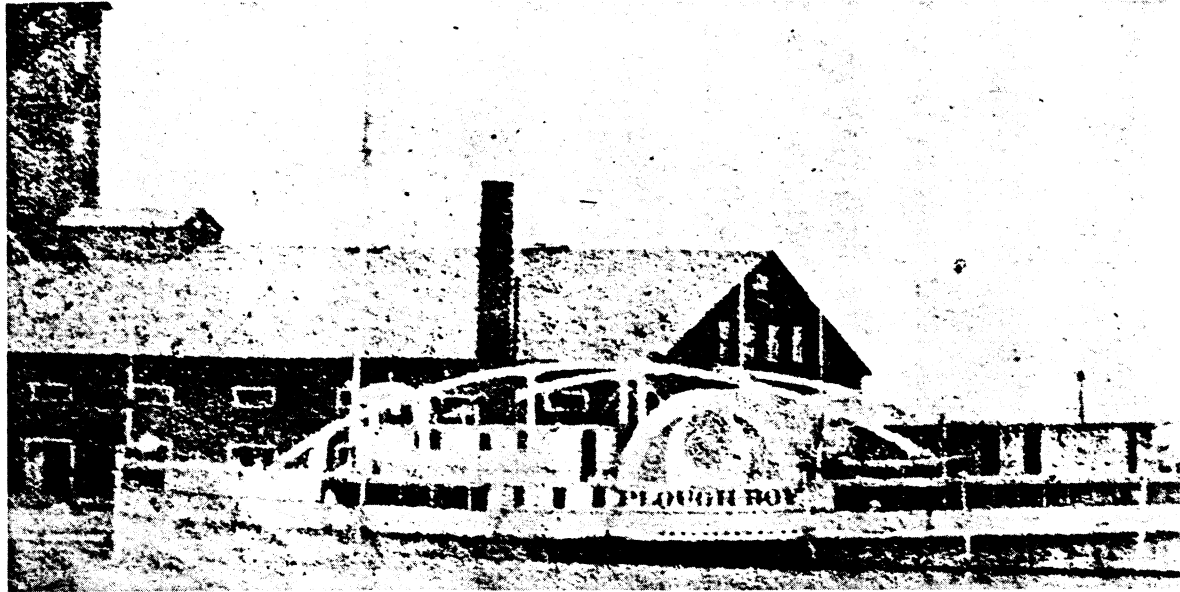
The *Kaloolah*, an all-wooden sidewheeler, was built at Buffalo, New York, in 1853. It was 188 feet long, 25 feet wide, 10 feet deep, with 26-foot paddle wheels. It was named after the heroine of what had been a contemporary best-selling novel. It first operated between Buffalo, Port Stanley and ports on Lake Erie.

Later in 1853 the *Kaloolah* was sold to Charles Thompson of Collingwood. Renamed the *Collingwood*, its route was from Sault Ste. Marie to Midland. It was the first Canadian paddlewheeler to venture onto Lake Superior.

In 1858, the *Collingwood* was rebuilt in Detroit and given its original name, the *Kaloolah*. It was chartered to transport the Hinde Geological Expedition to explore the Canadian west. After passing through Sault Ste. Marie on July 27, 1858, it encountered a storm on Lake Superior which blew it up on Michipicoten Island. A member of the Expedition made this drawing.

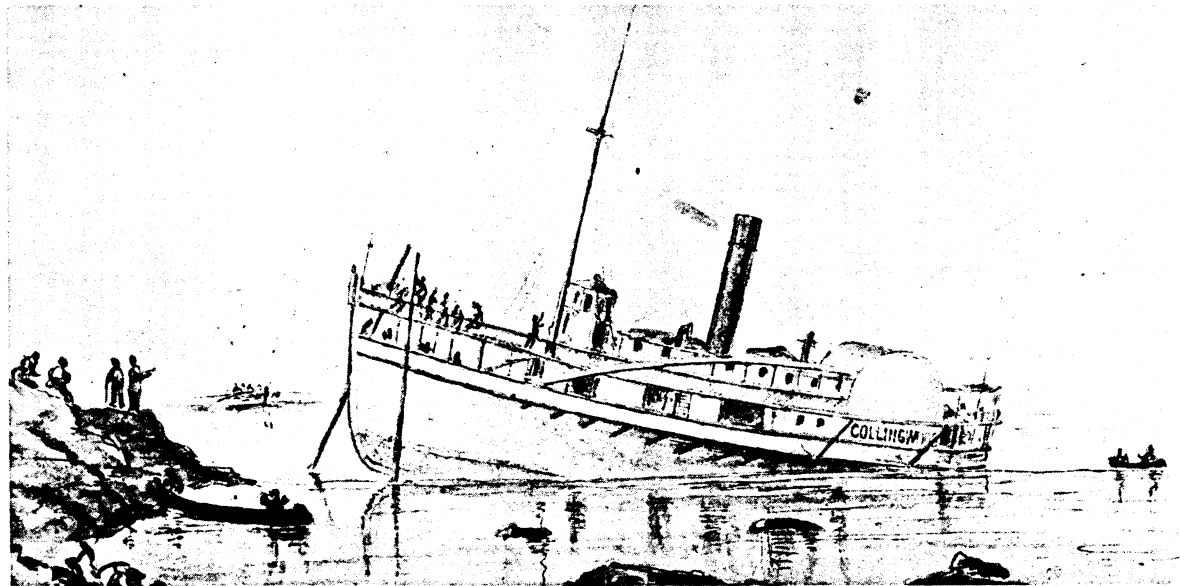
The *Kaloolah* was reconditioned during that winter. It continued its old route until 1860 when it began running to Port Elgin, Saugeen, Michigan, and Kincardine, Ontario.

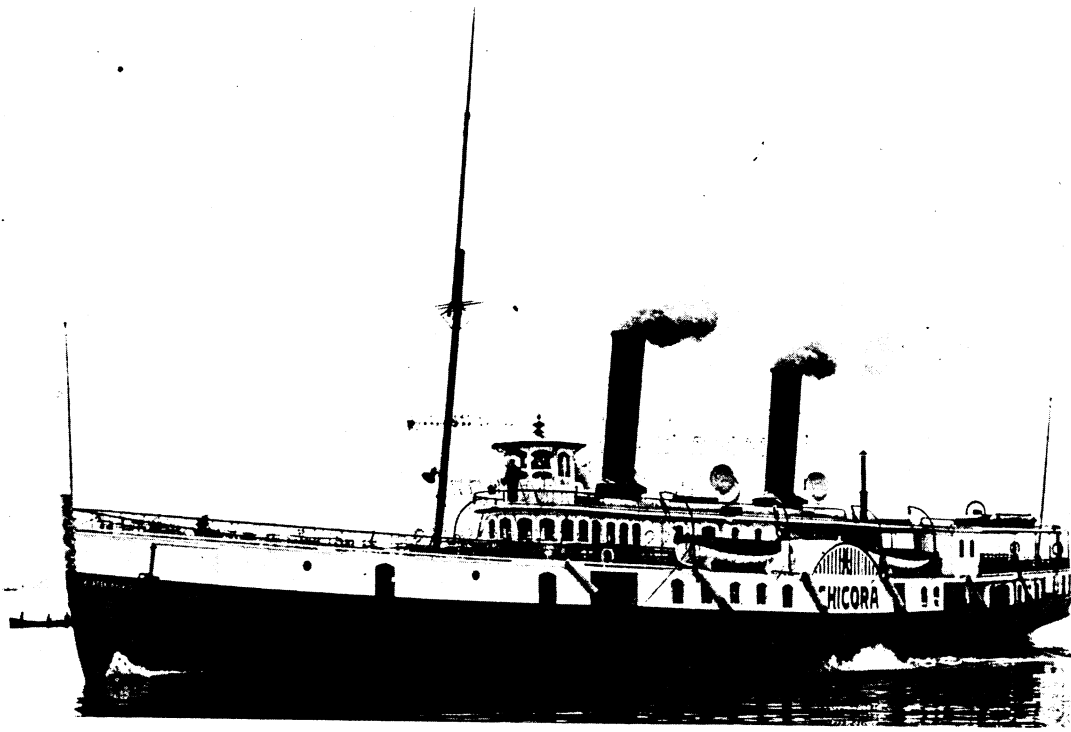
The *Kaloolah* came to a noble end. During a storm on August 22, 1862, while attempting to save sailors from the foundering *Charles Napier*, the *Kaloolah* was driven onto the beach and broken in half.



Ploughboy taken 1856 by Collingwood's first elevator. Thunder Bay Historical Museum Society.

The Collingwood, formerly the Kaloolah, aground on Michipicoten Island, July 28, 1857. Metropolitan Toronto Library Board.





The *Chicora*; note its unique pilot house and the characteristic position of the smokestacks, c. 1870. Toronto Harbour Commission Archives.

The *Chicora* was built by William C. Miller and Company of Birkenhead, England, in 1864. The engines were built by Laird Bros., also of Birkenhead. The hull was made of steel, 221 feet long, 26 feet wide and with a ten-foot draught. It weighed 930 tons. The side lever engine had cylinders which were 52 inches in diameter and with a four-foot stroke. They were rated at 180 horsepower. The paddle wheels were 28 feet in diameter.

The original name of this vessel was the *Letter B*. It was built to be a blockade runner in the American Civil War for the Confederacy and was similar in all respects to a previous blockade runner, the *Letter A*. It was commissioned by Mr. Henry Lafone of Nassau, British West Indies, and the Chicora Import and Export Company of Charleston, South

Carolina, which were agents for the Confederate Government. It was launched in February, 1864, and arrived in Bermuda, having changed its name to *Chicora*, on April 22, 1864.

The *Chicora* made a number of successful runs through the blockade to the Southern States during the next three months. On February 17, 1865, the Confederates evacuated Charleston. The *Chicora* happened to be in port. It made good its escape and sailed to Nassau. It later fled to Halifax, chased by several Northern gunboats.

Interned in Halifax until the end of the War, the *Chicora* was purchased February 27, 1866, by Benjamin Wier. The new owner sent it up the St. Lawrence River to Montréal, where it was cut in half and laid up at Sorel during the winter of 1867-8. The *Chicora* was transported

in two sections to Kingston, arriving May 2, 1868, a ten-day segment of a much longer voyage. In August, 1868, at Bells Shipyard in Buffalo, the two sections were rejoined. The *Chicora* was then sailed to Collingwood, Ontario, arriving September 7, 1868.

During that winter, lounges, cabins and staterooms were rebuilt and the ship was refinished as a passenger steamer. In the spring of 1869, the *Chicora* went on the Collingwood, Fort William, Lake Superior and Manitoulin run.

In 1870 it was used to transport troops and equipment for Colonel Garnet Wolseley, a British general, who led the fledgling Canadian army in its attack upon the Métis in Red River. The Wolseley Expedition also returned to Collingwood on the *Chicora*.

In 1873 the *Chicora* was laid up, remaining inactive until July, 1874, when it was chartered by the Government of Canada as a yacht for an inspection trip by Governor-General Lord Dufferin of the north shores of Lake Huron and Lake Superior. When they returned to Collingwood, the *Chicora* was once again laid up.

In April, 1877, the Niagara Navigation Company was formed and it purchased the *Chicora*. The vessel's upper works were taken off and shipped by rail to Toronto. The hull was towed on August 5, 1877, to Port Colborne, through the Welland Canal as far as the lock at Port Dalhousie.

There, a problem arose. How would they fit a 230-foot hull into a 200-foot lock? The two parts of the hull were rejoined and floated stern-first into the lock. The upper gates of the



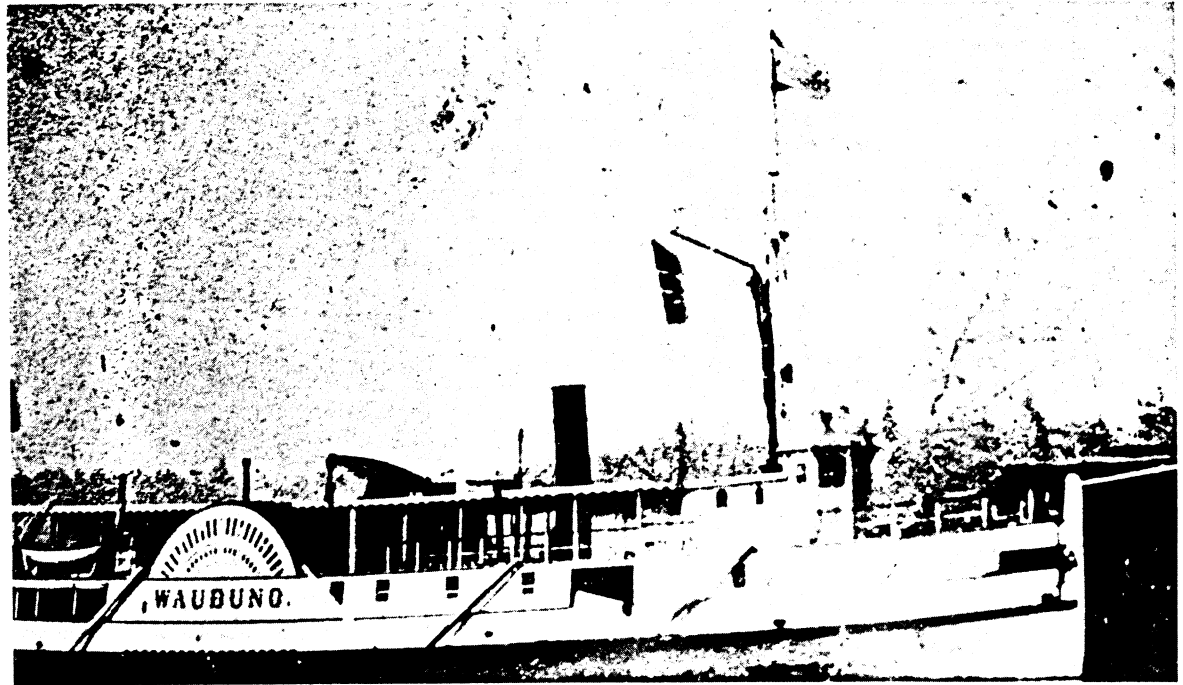
Waubuno in Collingwood Harbour. c. 1875.
Thunder Bay Historical Museum Society.

lock were left open, adding 33 feet to the length of the lock. Then the water was gradually drawn off from the lock itself, as well as from a five-mile stretch of canal to St. Catharines. In ten days, the water level in the lock and canal were the same height as Lake Ontario and the *Chicora* was floated out. It was then towed to Toronto where the Robb Shipyards installed the wheels and wheel guards.

On May 24, 1878, the *Chicora* made a round trip from Toronto to Hamilton and, on June 1, went on the regular Toronto, Queenston, Lewiston run, being the very first boat purchased by the Niagara Navigation Company. After 1884, the *Chicora* was the only boat on the Niagara, Toronto run in regular service. Then, in the spring of 1888, the company built the *Cibola* at Deseronto, Ontario, and put it on the same route.

In 1890, the *Chicora* was overhauled, modernized, given new boilers, and the engines were rebuilt. It continued, then, on the Toronto, Queenston, Lewiston run.

In 1920 the hull of the *Chicora* was rebuilt as a barge and named the *Warrenko*. It saw service in and around Kingston Harbour until it sank in a collision in June, 1939.



The *Waubuno* was a sidewheeler built of wood at Port Robinson, Ontario, in 1865. Its engine, a vertical beam, was built in Collingwood. The hull was 135 feet long, 18 feet wide and seven feet deep. It was owned by the Beatty family of Thorold, Ontario, and used to transport supplies between Collingwood, Parry Sound, and various ports on Georgian Bay and Lake Huron. "*Waubuno*" means "soft west wind" in Ojibway.

Collingwood was the transfer terminal for supplies going to the Upper Great Lakes for the Northern Railway which ran from Toronto. The *Waubuno's* sister ship on this route was the *Algoma* and both steamers were owned by the Great Northern Transit Company.

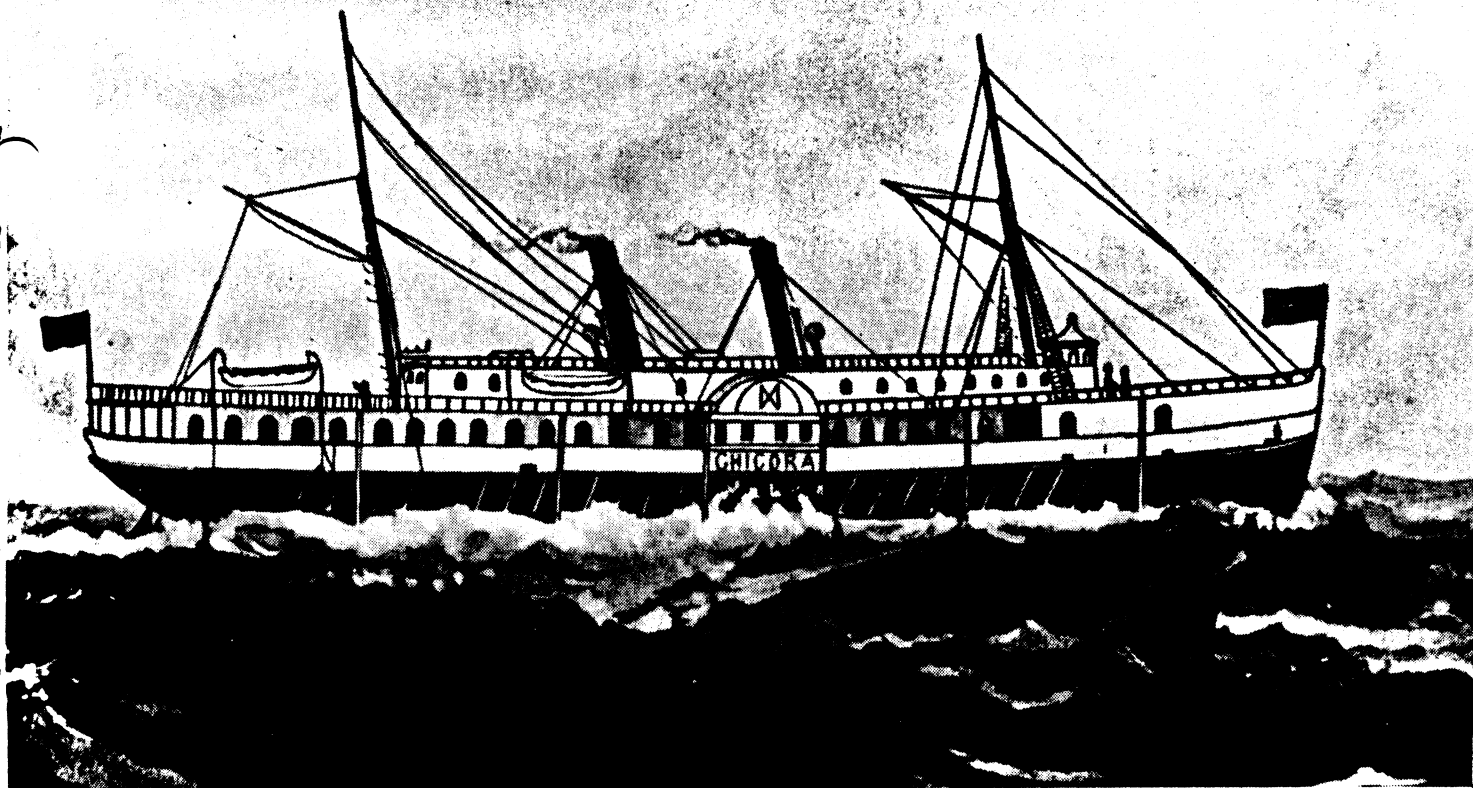
In 1867, the *Waubuno* carried the survey party led by a famous Canadian surveyor, James Dawson, on his way to survey the

Dawson Route from present day Thunder Bay to Lake Winnipeg.

On November 21, 1879, the *Waubuno* was loading supplies at Collingwood which were consigned to Parry Sound when a northwest gale and snowstorm came up. This postponed the departure.

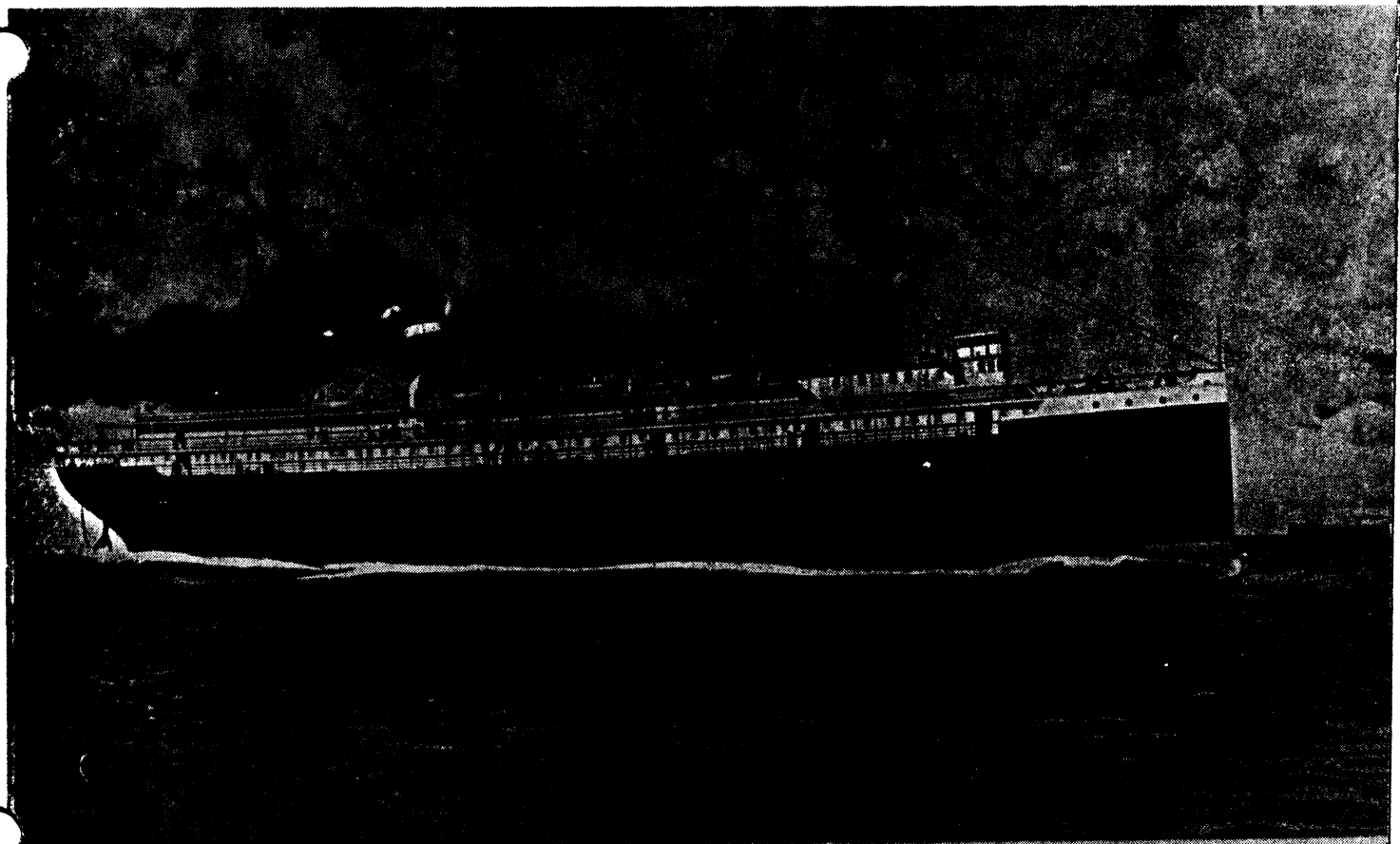
Among the passengers who spent the night at the local hotel were a young doctor and his bride. During the night, the bride had a dream of a ship being wrecked and it so terrified her that she persuaded her husband not to take the boat.

The *Waubuno* left Collingwood at 4:00 a.m. the next day, Saturday, November 22, 1879, as the storm had died down. However, during the day, another terrible storm arose and nothing was seen of the *Waubuno* again.



The Chicora, a blockade runner, became a passenger ship.

The Huronic was the first steel ship built at Collingwood.



<p>ONTARIO DIVISION TORONTO WINDSOR SAGINAW DETROIT SURETTE, MICHIGAN, DIVISION</p>	<p>THE NORTHERN NAVIGATION COMPANY BY STEAM & SAIL THE GREAT LAKES ROUTE.</p>	<p>GEORGIAN BAY DIVISION CITY OF COLLINGWOOD CITY OF SURETTE CITY OF TORONTO ATLANTIC BRITANNIC GLENHARVEY HEAD OFFICE COLLINGWOOD, ONTARIO</p>
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her thirty-ninth birthday in Brophy's mortuary in Goderich. Mrs. Heary, widowed shortly after her marriage, was in her thirteenth year of service under Captain Wright. A stroke of fate kept the three Wright children from becoming orphans. Mrs. Wright customarily took the early November trip with her husband, but had postponed it for a week, planning to meet the *Carruthers* at Port Colborne.

Captain William C. Lediard, the *Carruthers'* first mate, sans his mustache, presented somewhat of a problem. Several thought they recognized the silent victim and yet there was something different, something wrong. Then they brought in his father Edgar from Toronto.

"Boys," said Edgar Lediard in a trembling voice, "that's Bill. Bill shaved off his mustache when he was home at Midland a week ago last Sunday, and until now I have not seen him clean-shaven for ten years. But this is poor old Bill. I am sure of the identification." All in all it had been a distressingly bad year for the Lediards. Bill's death was the third in the family since January.

Up in Owen Sound Mrs. William Buckley had hurried to the home of Mrs. Richard Loughheed to offer consolation and sympathy for the loss of her husband, second engineer of the *Wexford*. Shortly it became a case of mutual consolation, for Mrs. Buckley also received a telegram from Toronto with the news that the *Carruthers* had foundered with all hands, including her husband, second engineer William Buckley.

There was more to come. Both north and south of Kincardine more wreckage and bodies came ashore, drifting down from Inverhuron, where residents had reported distress flares and whistles from three vessels late Sunday afternoon and Sunday night. They wore life jackets from two Interlake Steamship Company vessels, the *Argus* and the *Hydrus*. The *Hydrus* was the last in line of the three boats that steamed down the St. Marys River the previous Saturday night, fol-

lowing in the wake of the *J. H. Sheadle* and the *Carruthers*. Captain Paul Gutch of the *Argus* was found without a life preserver, but one marked "captain" was found on the body of second cook Mrs. William Walker, whose husband was the boat's steward. Rank meant little in the order in which the people of the *Argus* made their final approach to land. Boat-swain Thomas Nelson, handyman George Hayes, oiler William LaMere, porter Leo Gardner, wheelsman John McDonald and first mate Van B. Young were found close together. Farther down the beach, and it was a sad, eerie homecoming, they found second mate Robert Rowan son of a captain. Robert had left Kincardine, where the family had always enjoyed prominence, to take up residence in the United States. Strangely, he was found only a short distance from the family property on the lake shore. And almost as if he knew he was doomed but wanted his former townspeople to know that he had enjoyed a fair measure of prosperity and prestige, Robert Rowan came ashore without a life jacket but togged out in overcoat, gloves and new overshoes.

The people of the *Hydrus* were making their way ashore, too, singly and in groups. Unfortunately, some were lost forever because they wandered in on the rocky shores of the Saugeen Indian reservation and went unrecovered because the Indians were superstitious about touching the dead. But when they were made aware that the Lake Carriers' Association was offering twenty-five dollars for every recovery, the promise of cash quickly overcame the teachings and beliefs of centuries. But by then, in most cases, it was too late. Shifting winds and currents had carried away many of the *Hydrus* crew forever. Five, however, came ashore in one of the vessel's lifeboats. A volunteer beach patrol made up of William Allen, his son Clarence, Billy Cobean and Joe McGuiness, along with several members of the Ever Alert Fire Brigade, watched the lifeboat drift slowly in to the beach. There were

DIVISION COURTS.

of the COMMON H.

Sir,—In your paper of the I find some statements in re- Division Court held at Kin- ie 15th which seems to re- ation. hat some officers had made which they were compelled As you name no names, in the ment I refer to, the public to mistake your allusion. Al- to remind you of the facts as e corded.

re no complaints against any to money matters, except the There were some against Mr. n reference to money collected e who had been in his employ- submitted to pay as if he had ney himself, and orders were dingly. These fees related in) fees or overcharge. There plaint of one Pallett as to over- Mr. Barker and Mr. Guest. present, I think, when it was turned out that the Bailiff had ndant's request, given time, and tions were renewed and the arty who got up the grievance t advantage of the kindness n to sell a cow from under the ands.

arge was dismissed, and Mr. premanded for his oversmart- cannot give his conduct the name e Court used for fear of an ac- at the Judge did about the fees, romise to revise the bill of costs, if es should dispute. But his Hon. that the charge for the renewals t wrong, and remarked that the ould probably loss the price of through the bad faith of Mr. Pal-

Bailiff of my Division, I am sorry had not been so prompt with his

and behaviour, Sir, may do for the poor unfortun- ate victims of a Division Court, but to be tolerated in a respectable asso- ciation, in the presence of ladies, is beyond endurance. For the credit of the village and the goodname of our Society, this talk- ative would-be-eloquent sneak, had better betake himself to another quarter before he is kicked out in disgrace from all soci- ety. He knows how he was served in Huron. It might have taught him a les- son how to behave himself afterwards.

Accept of my thanks for the exposure you have made of the Barker gang, and believe me,

Faithfully yours,
ONE OF YOUR MANY FRIENDS.
Kincardine, Aug. 27, 1857.

COUNTY TOWN OF BRUCE.

The Committee to appoint canvassers for signatures to the petitions in favour of Kincardine, as County Town, met in Sec- tion No. 1, Greenock, at Raphael Chat- raw's Hotel, on Tuesday, 7th inst. for the purpose of receiving said petitions. Alex- ander Gordon in the chair. John Mac- Donald Secretary. Mr. Mahon having re- turned from his canvassing tour, handed in the petition with the signatures annexed which he secured in favour of Kincardine, amounting in all to 121, at the same time stating to the Committee, that he was proud to say, that he was very successful, and met with a unanimous opinion and feeling in favour of Kincardine, which statement was corroborated by the peti- tions which he laid on the table. It was then moved by Mr. George Cromar, seconded by Mr. Luke Chatraw, that this committee do pass a vote of thanks to Mr. Mahon, for his praiseworthy exertions in procuring signatures to the petitions in fa- vour of Kincardine as County Town. Carried.

Moved by Mr. Chatraw, seconded by Mr. Cromar, that Mr. Mahon be author-

KINCARDINE AUCTION MART.
THE Subscriber having leased the above- named premises, is now prepared to re- ceive goods of every description, to be sold by Auction or otherwise.
The business will be managed by John D. Develling, Auctioneer.
WILLIAM RAMAGE.
Kincardine, July 21, 1858. 47

1858. 1858.
STEAMER "ISLANDER,"
CAPT. DUNCAN ROWAN,

WILL RUN DURING THE SEASON AS FOLLOWS:
BOUND UP.
Leave Goderich for Saugeen and Intermediate Ports, every Monday and Thursday, at 7 o'clock A. M.

BOUND DOWN.
Saugeen for Goderich and Intermediate Ports, every Tuesday and Friday, at 7 o'clock, A.M.
Goderich for Sarnia, touching at Barlieu, every Tuesday and Friday, at 8 P. M., (arriving in time for the River Boats in the Morning,) re- turning every Wednesday and Saturday.

The "ISLANDER" will call at Port Bruce on her way up, every Monday, on her way down every Friday. At Inverhuron every Thursday and Friday.

AGENTS.

- VANEVERY & RUMBALL, GODERICH.
 - JOHN CULBERT, PENETANGORE.
 - R. DRAKE, SOUTHAMPTON.
 - W. B. CLARK, PORT SARNTA.
- Kincardine, July 15th, 1858, 46.

W. KINCARDINE'S WESTMINSTER

WARD No. 1.—To consist of that part of the township west of the side-line between Lots 15 and 16, Concessions 2, 3 & 4, and Lots 40 & 41, Durham Road, and all south of the fifth Conces- sion.
That the Election be held at Riversdale, and that James Cromar, Township Clerk, be Return- ing Officer.

WARD No. 2.—To consist of all that part east of the side-line between Lots 15 & 16, Cons. 2, 3 & 4, and Lots 40 & 41, Durham Road, and all south of the 5th Concession.
The Election to be held at James Montgom- ery's tavern—Frank Anderson to be Returning Officer.

WARD No. 3.—To consist of the 5th, 6th, 7th, 8th, 9th, & 10th Concessions, and Lots 9 & 23, both inclusive, Concession A.
The Election to be held at John Phelan's school-house—William Cassady to be Returning Officer.

WARD No. 4.—To consist of Concessions 11, 12, 13, 14, 15, 16, & 17, and Lots 24 to 41—both inclusive—on Concession A.
The Election to be held at the mills of David Pinkerton—William Bowes to be Returning Of- ficer.

WARD No. 5.—To consist of all that part of the township north of the line between the 17th & 18th Concessions, and north of Lot 41 Conces- sion A.
The Election to be held at the house of George Brockie—James Mair to be Returning Officer.

AND BE IT ENACTED: That this By- Law shall come into operation on the first day of January, 1859.

J. VALENTINE, Reece.
The above is a true copy of a By-Law passed by the Municipal Council of Greenock, on the 25th day of May, 1853.
JAMES CROMAR, Township clerk.

WALKER into partnership, and in the Business will be carried on under the name of B. COOMBE & CO., Bakers, Grocers, General Storekeepers, Kincardine.

B. COOMBE & CO.
Beg to state that they are in receipt of Supply of

GROCERIES CONFECTIONERY,
Which they offer at

UNUSUALLY LOW PRICES
They have also made arrangements to supply

BREAD
at their Customers' houses, twice a week on Wednesdays and Fridays, at the lowest rates.

TERMS—CASH OR PRODUCE
Merchants supplied with Cakes &c., Wholesale.

19 BROADWAY, KINCARDINE
July 28th, 1858.

NOTICE.
TO LAND-HOLDERS IN THE COUNTIES OF HURON AND BRUCE.
OWNERS of Land in the United Counties of Huron and Bruce, are hereby notified that all arrears of Taxes for the year 1858, thereto, remaining unpaid on the 1st day of September next, will then be placed in the hands of the Sheriff for collection.

A. M. T. Treasurer, Huron
Goderich, July 19, 1858.