

We have a copy of The Eagle, Star & British Dominions Insurance Company Limited policy number 5095, issued to James Purvis, covering WINONA (that particular policy being for the period 3rd August, 1930, to 3rd August, 1931). It is stated that WINONA was valued at \$22,500 and provided coverage of \$20,000 on her hull, machinery and equipment, but only for the peril of "Fire". The steamer was warranted to navigate the waters of Lake Huron, and to be laid up from 31st December to 31st March.

The engine and boiler were salvaged from the wreck of WINONA during 1932, and were taken to Gore Bay. The engine sat on the waterfront there, in front of the Purvis twine shed, for many years. It finally was scrapped by Jack Purvis in the early 1950s.

The boiler was placed in the fishtug CAPTAIN JIM about 1934. CAPTAIN JIM (C.107139) was built at Goderich in 1902, 78.6 x 17.2 x 7.2, 51 Gross and 39 Net. She was owned by William J. I. Purvis and James (J. O.) Purvis, of Gore Bay. The boiler is still inside the hull of the tug, which was abandoned at the end of her usefulness, and sank at Quebec Harbour, Michipicoten Island, in 1955 or 1956.

During the preparation of this history of WINONA, it was discovered that the Dominion List of Shipping (the Canadian government shipping register), from 1907 until 1918, showed the owner of WINONA to be Mrs. Isabella D. White, of Midland, Ontario. This is mystifying, because the Purvis family records confirm that James Purvis purchased WINONA in 1906 from The Navigation Company of Port Stanley, Capt. Ellison's firm. As well, as we write these words, we are looking at a photocopy of the share transfer from Alexander Purvis to James Purvis, dated April 30th, 1910, from which we quoted earlier. We also have the evidence of another government publication, the 1915 Dominion vessel inspection list, which reported James Purvis as owner of WINONA. So who was Isabella White?

A possible explanation may lie in the fact that Capt. Wm. White, of Midland, owned the steam tug WINNANNA, which was built in 1906-1907 at Midland. She burned at Tobermory in October of 1909, and then was salvaged and rebuilt in 1910 at Owen Sound as (b) KEENAN. It is possible that the similarity in the sound of the names WINONA and WINNANNA may have confused some people.

In support of this explanation of the puzzle, we should note that some reports which appeared in the public press referred to WINONA as having been destroyed by fire on October 19, 1909, which was the date of the burning of WINNANNA at Tobermory. No reference to such a fire aboard Purvis' WINONA in 1909 has been discovered amongst the family records, and so we must assume that all this simply was a case of mistaken marine identity!

Meanwhile, the memory of the real WINONA, as well known as she was along the North Channel for so many years, is growing ever more dim as the years pass. And yet, she was for a quarter of a century a vital link to the mainland for so many people living in remote areas on Manitoulin and Cockburn Islands. We are pleased to have been able to recall her story in the pages of "Scanner".

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Ed. Note: We sincerely appreciate the assistance of longtime T.M.H.S. member and correspondent G. I. "Buck" Longhurst, of Sault Ste. Marie, Ontario, in obtaining for us much of the information which went into the preparation of this history of WINONA. We also wish to extend our gratitude to Morley Purvis for generously supplying copies of documents relating to WINONA for use in tracing her history.

In addition, Ye Ed. wishes to acknowledge the many hours of work which T.M.H.S. Secretary John H. Bascom put into collating the WINONA information and putting it into a format which would lend itself to the making of a feature article.