

the area of the pilothouse, was protected by an open steel pipe rail broken only immediately in front of the pilothouse where was situated the only companionway leading up to the boat deck. The pilothouse, with three slightly round-topped windows in its front, and with no sunvisor but with a slight overhang of the roof, was located at the forward end of the boat or hurricane deck, and the master's quarters were to be found in the after end of the pilothouse structure. A small mast, hardly more than a flagpole, rose immediately abaft this house, and the short but well raked smokestack rose a bit farther back along the boat deck. A tall jackstaff, almost as high as the mast itself, was placed at the fantail.

WINONA operated for several seasons on the waters for which she was built but, in 1906, Capt. Ellison's company sold the steamer to James Purvis, of Gore Bay, Ontario, for service as a mail boat, passenger and packet carrier on the North Channel of Lake Huron. The normal route of WINONA for her new owner took her from Gore Bay to Cutler, Ontario, with stops at such other interesting ports as Meldrum Bay, Thessalon, Spragge and Cockburn Island.

Re-registered at Midland, Ontario, WINONA took the place of Purvis' smaller steamer EDNA IVAN (C.107135), 79.2 x 16.0 x 7.2, 54 Gross and 36 Net, which had been built at Goderich in 1900 as a fish tug, and later had been converted to a single-deck passenger and mail carrier for the North Channel service. In 1906, the year WINONA was purchased, the EDNA IVAN was chartered by Purvis to the Dominion Government for use as a fisheries patrol tug. Purvis later sold her to Keene and Millman, of Blind River, for use as a fishtug. EDNA IVAN burned after stranding on a shoal near Little Current in the 1920s.

The Purvis family had been involved in the fisheries out of Gore Bay since the 1880s, and the passenger and mail boat service was a natural outgrowth from this enterprise in what then was a rather remote area. During the harsh weather of the winter months, when the waters of the North Channel were frozen over, Purvis replaced the mail steamer with passenger and freight sleighs which were drawn by horses, and which made daily round trips between Gore Bay and Spanish station, via a half-way house (where the stables were located) on Darch Island.

In fact, James Purvis was not the sole owner of WINONA. A partial interest in the steamer was held by Alexander Purvis, also of Gore Bay on Manitoulin Island. On April 30th, 1910, Alexander Purvis sold his joint interest in the ship's 64 shares to James Purvis, for the sum of \$3,000. The Bill of Sale stated that all of the shares involved were free of any encumbrances.

The Canadian Department of Marine and Fisheries Steamboat Inspection Report for 1915 indicates that WINONA passed her inspection that year, and that James Purvis was her registered owner.

During the autumn of 1918, WINONA was sent down to Wiarton, Ontario, at the head of Colpoys Bay on the Georgian Bay side of the Bruce Peninsula, for winter lay-up and for rebuilding on the Wiarton Marine Railway. Over the winter, she was lengthened to 110 feet (between perpendiculars), which increased her tonnage to 233 Gross and 158 Net. Six staterooms were added on the main deck, where the diningroom and galley also were located. There were two saloons, one forward and one amidship. During the reconstruction, the steamer's boiler was turned around so that it was fired from the forward end, and this was reported to be a big improvement over the previous arrangement. WINONA arrived back at Gore Bay from Wiarton on Tuesday, April 29, 1919, and when she returned to service on May 1st, she was again under the command of her longtime and very popular master, Captain Adam Casson.

The rebuilding of WINONA is not believed to have altered her outward appearance to any significant extent. There are not, however, any great number of photographs of the steamer at any stage of her career, and the two best of them are reproduced herewith. Both were taken prior to the reconstruction,