

and the only differences between them lie in the closed bulwark which appeared forward on the upper deck, and the dark colour (green?) on the hull. The photographs used to illustrate published advertisements for WINONA all seem to show her prior to the rebuilding, with the open rail and with the all-white hull.

Early advertisements for WINONA announced "Fast passenger service between Cutler (at the head of Aird Bay on the mainland, not far west of Spanish, and the site of a C.P.R. station and post office -Ed.) and (Manitoulin) Island Ports. Daily except Monday, Cutler to Gore Bay; Monday and Thursday, Gore Bay to Meldrum Bay and Cockburn Island. Capt. Jas. Purvis, Prop."

One of the advertisements of which we have a copy, contained the following detail: "Leaving Gore Bay daily at 10 a.m. for Cutler on the C.P. Ry. Soo Line, meeting trains Nos. 17 and 18, and returning the same day immediately after the arrival of train No. 18, about 3:15 p.m., arriving at Gore Bay at 6 p.m. The Str. WINONA has accommodation for all sizes of automobiles including sedans. Comfortable cabin for passengers. Meals served on board." Other advertisements for the steamer showed the departure time from Cutler as 3:00 p.m. instead of 3:15.

In 1931, which would prove to be her last year of service, WINONA was scheduled to begin her service between Manitoulin Island and the Mainland on Friday, May 1st. Her advertisements read as follows: "Leaving Gore Bay 10:00 a.m.; Arriving Spragge 1:00 p.m.; Leaving Spragge 3:00 p.m.; Arriving Gore Bay 6:00 p.m. Fare: Passengers \$2.50, Return \$4.00; Automobiles and Driver \$5.00, Return \$8.00. Accommodation for 9 cars. Gangway Dimensions: Height 6'11", Width 7'9". Jas. Purvis & Son, Proprietors."

Over the years, WINONA also ran a great many excursions, in addition to her scheduled runs. She was known for her Dominion Day (July 1st) excursions, and of course the month of July would not have been complete without the annual outing for the Orange Lodge. There were excursions as far as Sault Ste. Marie, particularly on July 4th, when she ran to the Michigan Soo, and she frequently took special trips to the horse races at Little Current.

The WINONA was particularly well known by the isolated residents of Cockburn Island, for whom she provided an invaluable link to "civilization". Leaving Gore Bay on Monday mornings, she stopped at Meldrum Bay and Cockburn Island en route to Thessalon. Passengers boarding at Cockburn Island (Tolsmaville) did so about noon, and for a round-trip fare of \$1.50 could go to Thessalon for several hours of shopping, and could be home again in the early evening. The residents of Cockburn Island were particularly fond of WINONA's master, Capt. Casson, and the steamer's chief engineer, Ronald McQuarrie.

On Sunday, November 15th, 1931, WINONA departed Spragge, bound back to Gore Bay, but she was forced to return as a consequence of the sort of unfavourable weather which frequently is experienced along the North Channel. She tied up at Spragge for the night, and in the early morning hours of November 16th, fire broke out over the boiler, and the steamer burned to a total loss.

As WINONA burned, the flames threatened to spread to lumber piles ashore. The steamer's crew and lumberyard workers finally managed to get a line on the burning steamer and tow her across the channel to Narrow Point, where the burned hull finally settled. It remains there to this day, submerged but still a hazard to boaters.

Interestingly, the end of WINONA came just as the town of Spragge itself was dying. Spragge, which grew up around a lumber mill established in 1883 at the mouth of the Serpent River, prospered for several decades, but by the 1930s, timber limits were depleted, there had been several disastrous mill fires, and the town simply closed up and disappeared. The most severe fire at Spragge occurred on September 13th, 1932.