

but it's what it will lead to, rightly holding that a little laxity will eventually destroy the sacredness and quiet of our Sabbath, and on that ground want to see the law enforced. When the case comes up for hearing, which may not be for two months, it will create plenty of interest and develop some feeling, but as it looks now, the majority consider the captain justified.

"There are two ways the law can prosecute. In the civil court the penalty would be \$400. If prosecuted in the magistrate's court the fine is from \$1.00 to \$40.

"Knowing of the opposition of some to the boat running, Capt. Ellison made only one trip to the cemetery, thus disappointing about 200 people who were waiting for the boat to return and who had no other means of reaching the cemetery."

The grammar contained in the "Wallaceburg News" article about the excursion and its aftermath is not of the best, but we certainly get the picture as to what happened. The story of steamboats running foul of the Lord's Day Act is one that was repeated all around the province at various times, and we have mentioned on a previous occasion the difficulties encountered by the Niagara Navigation Company's steamer ONGIARA (I), which served as a ferry across the Niagara River, connecting with the cross-lake steamers.

WINONA survived her run-in with the law, however, and the "Wallaceburg News" of August 25th, 1904, reported that the steamer had been fitted with a new propeller, and that this had increased her running speed. This same article indicated that return trips from Wallaceburg to Sarnia on Wednesdays and Saturdays had been added to WINONA's schedule.

WINONA finished off her 1904 season on the Thanksgiving weekend in October, and she then was laid up for the winter at Wallaceburg. Other vessels known to have spent that winter at Wallaceburg were ENERGY (steamer), NORSEMAN (barge from Goderich), VIENNA (schooner), COLLOP, D. A. GORDON (I) (freight steamer), BELKNAP (barge), HARRY SEWELL (tug), WILLIE SCAGEL (tug), ROOK (tug), ASHLEY (tug), MAUD COOPER (tug), ACTIVE (tow barge), LOUISA LEE and Capt. John Gibb's spile driver

In 1905, WINONA again was run by Capt. Ellison from Wallaceburg to Detroit, Windsor and Sarnia, but service no longer extended to Tupperville or Dresden. Captain Walter Power was back as master of the steamer, while Mac Sherwood, of Wallaceburg, was appointed to the position of first mate. Most of the crew members were from Wallaceburg. WINONA's weekends were mostly given over to charters, and excursionists no doubt appreciated the fact that a diningroom had been added aboard the ship to provide better facilities.

Unfortunately, the month of May, 1905, also brought trouble for WINONA, for she struck the Central Bridge at Wallaceburg on one of her trips. As a consequence of this accident, WINONA was forced to lose two weeks of service while she underwent significant repairs.

The July 13, 1905, issue of the "Wallaceburg News" commented further on the activities of WINONA, under the headline "The Greatest Excursion Week": "Last week was the greatest excursion week Wallaceburg ever seen (sic), whether it was because the diversion loving citizen was eager to get away from the hot wave of town, to the cool waves of the St. Clair, or else just to show that he could get off the earth for once in his life, and get in the aquatic parade on the big river.

"There was a choice of any day in the week to take a cheap fare and not be lonesome, for all you had to do was to follow the crowd in the dewy morn, and you would land up at the town docxk to see the WINONA loading up. It is worthy of note that it was the liveliest and financially the greatest week the WINONA ever enjoyed, and the most timid fair weather sailors had their way with the weather man.