

dock, and also in the small boats on the water in the foreground.

The fact that WINONA was such a popular steamer along the Sydenham River may, perhaps, be responsible for the impression that she ran out of Wallaceburg for much longer than she actually did. In fact, she only served Wallaceburg for two full seasons, those of 1904 and 1905. The "News" of March 29, 1906, ran an item concerning a rumour that the owner of WINONA had sold her, but Capt. Ellison was quoted as denying the story.

Then, on April 26, 1906, the same newspaper announced that WINONA had been sold for the sum of \$9,300 to "Playfair & Preston of Milling & Lumber Co., of Midland", who would use her in the freight and passenger trade. WINONA had spent the winter of 1905-1906 laid up at Wallaceburg, and before leaving for the north under her own power, she was completely repainted at the Wallaceburg Shipyard by James Taylor and Son.

The "Playfair" mentioned as one of the new owners was James Playfair, of Midland, Ontario, whose activities often have been recorded in the pages of "Scanner". One of Canada's most famous shipping entrepreneurs, Playfair got his commercial start in the lumber business at Collingwood and then at Midland. He entered the lake shipping trade in 1896 and remained very active in the operation of lake vessels until his death in 1937. At one stage, a major dry goods retail store near the Midland waterfront was named Playfair & Preston, and we assume that this is the source of the reference in the Wallaceburg newspaper.

James Playfair, in 1906, was operating the Midland Navigation Company Ltd., which was a small fleet of canal-sized and upper lakes carriers, which eventually grew into a very large shipping "empire". Why would Playfair, then, have purchased a small passenger ship? We suspect that he planned to operate her as a passenger carrier and supply ship, operating to the towns along the shore of Georgian Bay in conjunction with the Midland dry goods business.

The fact that WINONA actually was sold in 1906 (and not as late as 1910 as sometimes has been suggested), is confirmed by T.M.H.S. member George Ayoub, who has researched her official documentation in the Canadian government registry records. There he found evidence of a bill of sale dated May 10, 1906, from The Navigation Company of Port Stanley to James Playfair, of Midland. The port of registry of WINONA then was changed from Port Stanley to Midland.

There then followed closely another bill of sale, this dated July 23rd, 1906, transferring ownership of WINONA from James Playfair to Isabella D. White, also of Midland.

It will be recalled that, in our original feature, we commented upon the fact that the Dominion List showed one Isabella D. White as owner of WINONA from 1907 at least until 1918, something we attributed to book-keeping errors in bureaucratic circles. We wondered if there had been confusion between WINONA and the steam tug WINNANNA, built in 1906-1907 at Midland and owned by Capt. William White. At the time, we were unaware of the fact that James Playfair ever had any interest in WINONA.

Now that we have knowledge of the involvement of James Playfair with WINONA, however, we believe that we can explain the mystery. One of James Playfair's longtime associates was D. L. White, Jr., of Midland, with whom Playfair entered into a partnership in 1888 for the purpose of pursuing the lumber trade in Midland. White remained an associate of James Playfair into his shipping years, and was a director of the Midland Navigation Company Ltd. when it was formed by Playfair in 1901.

It would appear that Isabella D. White was the wife of D. L. White, Jr., and it is likely that WINONA was registered in her name for "business purposes". Thus, there was no error in the 1907 listing of Isabella White as owner of WINONA, but there was a paperwork problem with the failure to change the