

C.P.R. company contracted to recover the machinery of the ALGOMA in early June 1886. They agreed to pay \$6,500 for the delivery of the machinery to Owen Sound. An effort was also directed to the recovery of the railroad iron on the wreck.

"Henry Beatty announced that a contract had been let to the Moffat Tug and Wrecking Co. of Detroit, with L. B. Montgomery assisting the operations. C.P.R. had taken over the wreck from the insurers after a settlement had been reached. The company was particularly interested in recovering the engines and machinery for eventual reuse...

"The tug GEORGE HAND and schooner L. L. LAMB were engaged in recovery operations by early July (1886). The operations were expected to be completed within a month ('Detroit Free Press')." However, the tug was lost during the salvage operation. The GEORGE HAND was wrecked on Schooner Island Reef near Rock Harbor sometime between August 5th and 10th, 1886.

In fact, Henry Beatty had in his possession a complete survey of the wreck of the ALGOMA. The survey gave him exact detail of the condition of all of the machinery within the wreck, even noting that a grease cup was missing! This machinery, plus the anchors and chain, was purchased from the underwriters for 500 pounds Sterling.

Returning to Lenihan's archeological survey: "The schooner L. L. LAMB arrived in Owen Sound August 26 (1886) with the salvaged engines aboard. The boilers had been recovered, but stored at Isle Royale. LAMB brought machinery to both Owen Sound and Port Huron ('Detroit Free Press', Aug. 27, 1886). The engine and other machinery estimated to be 'some hundreds of tons weight' were displayed on a number of platform cars at Owen Sound ('Meaford Monitor', Sept. 10, 1886).

"There were 13 engines from ALGOMA reported on board when L. L. LAMB arrived at Owen Sound ('Port Arthur Sentinel', Sept. 3, 1886). Detailed descriptions of ALGOMA soon after its appearance on the lakes state that there were a total of 12 auxiliary engines aboard." These auxiliary engines were used for everything from pumping water to handling the anchor windlass, moving cargo and steering the ship.

David Rowan, of Port Glasgow, Scotland, had built the engines and boilers for ALGOMA in 1883. The main engine was a fore-and-aft compound, with cylinders of 35 and 70 inches diameter and a stroke of 48 inches, which developed 1,225 Indicated Horsepower at 64 revolutions per minute. The boilers were of the Scotch marine type, each of the two being 14'0" in diameter and 12'3" in length. They were built of steel plate one inch in thickness, and were tested up to 210 p.s.i. Each boiler had 220 tubes of 3½-inch diameter, and four furnaces made of corrugated iron. There was a total of 144 square feet of grate surface, and 4,428 square feet of heating surface. Normal working steam pressure was 100 p.s.i.

The boilers were delivered from Isle Royale to Owen Sound and, we believe, shipped to Toronto where Polson Iron Works completely overhauled them in their shops. This rail shipment was one of the heaviest undertaken anywhere in Canada up to that time. Once ready for installation in the new ship, the boilers were returned to the shipyard at Owen Sound.

The greatly anticipated launch day finally arrived on Saturday, May 4th, 1889. We have the following report from the "Toronto Globe" of May 6th: "A Queen of the Lakes, The S.S. MANITOBA Launched at Owen Sound. The new C.P.R. steamer MANITOBA was launched here today. Immediately on arrival of the one o'clock train, which had two special cars of friends of the Polson Company, all preparations for the launch were completed. Thousands of spectators were on the grounds or the cliffs overlooking the works. Present and on the platform at the bow, amongst others, were Mr. Polson (President of Polson Iron Works Co.), Mr. F. Polson, Mr. H. Beatty (Manager of C.P.R. Steamship Lines), Miss Beatty (daughter of Henry Beatty), Mr. Jeffrey (Manager of the