

Bear's Rump Island and 35 feet of the forward part of the vessel was soon hard on the rocks, while the stern floated in deep water. (The lake bottom drops to a depth of 150 feet about 200 feet offshore -Ed.)

"The MANITOBA was in a pretty tight position and it was utterly impossible for her to help herself, but as soon as the ATHABASCA, which was on her way here from Fort William, sighted the disabled sistership she went to her assistance and spent a large part of Sunday in trying to pull her off the rocks. These efforts met with no success and after twice breaking her hawser, the ATHABASCA took the MANITOBA's passengers and proceeded here, arriving in, as stated, shortly after 9 o'clock Sunday evening. The ATHABASCA at once proceeded to unload her cargo in order to return to the aid of the disabled steamer and at 10 o'clock next morning started out for the Rump, having on board Capt. John R. Taylor, (C.P.R.) superintendent of lake traffic. Meantime the tug (W. J.) AIKENS had been sent out from Owen Sound by the C.P.R. company, and with the tug ADAM AINSLIE from Tobermory, was working away at the MANITOBA. Word was received by wire shortly after 3 o'clock Monday that the two tugs succeeded in getting the steamer off the rocks. This was done by working the vessel from side to side and removing the stones from under her with pike poles until she floated off. The ATHABASCA arrived at the scene of action at 4 o'clock after a very foggy passage and at 5 o'clock went alongside the MANITOBA and transferred the cargo of the latter.

"The MANITOBA then proceeded to Detroit for repairs. The extent of her injuries is not nearly so great as at first supposed. The forefoot is broken and three or four plates are ripped up, but she will in all probability be enabled to resume her place on the route a week from Saturday. Some of the passengers stayed over in town and went up on the ATHABASCA. Others returned to Toronto and went around by the rail route. As to whether the MANITOBA was running under check at the time of the accident, Capt. J. R. Taylor said to the 'Times' reporter, that from what he could gather she was under check when the accident occurred. A dispatch in the Toronto papers today says that the MANITOBA is again ashore near Port Lambton. St. Clair River tugs have gone to her assistance."

The "Wiarnton Echo" of June 8, 1893, had some interesting detail to add to the MANITOBA grounding story. "Her bow was run high and dry so that one could walk underneath it. On Saturday night the ATHABASCA arrived on her down trip and hitched on to the MANITOBA, but all efforts were in vain to float her as large holes were punched in her bow by the rocks. The stern post was torn out with the effort and a large steel hawser was broken. On Monday the tugs AIKENS and AINSLIE were secured and by the forward part of the boat being lightered, and the efforts of these powerful tugs, the steel ship was floated. Fortunately these steamers are all built in compartments and the holes punched in her bow did not affect her floating. She was towed into Tobermory and the ATHABASCA left Owen Sound on Wednesday and took off the load of the MANITOBA and carried it on, while the injured vessel went to Detroit for repairs. Capt. Anderson, who was master of the MANITOBA (her very first skipper) was also commodore of the fleet and the accident will be rather hard on him."

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Ed. Note: And there, for lack of space, we end the first instalment of the story of the vessel that was so loved that many simply called her the "Toby". We first touched on the history of ALGOMA, ATHABASCA and ALBERTA in the issue of February 1974, and we returned in January 1976. We told the story of the loss of ALGOMA in April of 1987, with a follow-up in Mid-Summer 1987. We promised then that we would do MANITOBA some day, and here she is.

Our most sincere thanks to Ron Beaupre for putting this feature together, and our thanks also to all who assisted. A full list of credits will appear at the final conclusion of the series.

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