

that the C.P.R. steamship MANITOBA would not go on the Windsor route, new developments have transpired. And though the matter is by no means settled, it will not be surprising if the big vessel should be put on the route between Windsor and the head of Lake Superior.

"Manager Piers was in town this week, but was unable to give any definite information, but expected to be able to let Capt. Anderson and engineer Kenny (of the MANITOBA) know this week. The following clipping from the Sunday 'Detroit Free Press' will be read with interest, and from its contents it will be seen that it is the passenger traffic - not the freight alone - from which the management hope to make their money if the vessel is placed on the route. Should MANITOBA not go on the route no money will be expended on her this season.

"The 'Free Press' says: 'For some two or three years back the Canadian Pacific has had the steamship MANITOBA like a fifth wheel to a wagon. She was built for the Lake Superior trade, but it was found that the two steamships on that route were sufficient. It required three previous to the completion of the all rail route north of Lake Superior, but since then two steamships have been able to handle the lake part of the traffic. For this reason the MANITOBA has been practically idle ever since her completion.

"'It is now practically settled that this fine ship will be put on the route between here and the head of Lake Superior, making a call at Mackinac Island. Arrangements have been so far completed that a time table is already made out and a good deal of figuring as to the freight and passengers likely to be carried. The MANITOBA is the finest Canadian passenger steamer on the lakes and until the advent of the NORTHWEST was second to none.'"

However, it was ALBERTA that was to be placed on the Windsor/Detroit to Port Arthur route. The "Owen Sound Times" of April 4, 1895, reported the following: "Manager Piers is in town today and it is announced that as arrangements now are the ALBERTA and ATHABASCA will start the season on their old route. About the first of June, the ALBERTA will be put on the Windsor and Port Arthur route and the MANITOBA will take the ALBERTA's place on the Port Arthur and Owen Sound route." In fact, ALBERTA made her first sailing out of Windsor on Saturday, June 29th, 1895. Her service included calls at Court-right, Sarnia, Mackinac Island and Sault Ste. Marie. When the autumn grain rush began in September, ALBERTA was returned to the Owen Sound route. The Windsor service was provided again in the summer of 1896, but thereafter was left to the competition as the C.P.R. concentrated on the Owen Sound route.

A pair of unfortunate accidents involving MANITOBA occurred during the autumn of 1897. From the "Owen Sound Times" of Thursday, September 9th, we have: "Almost a Collision. On Monday morning (September 6) while off Whitefish Point the MANITOBA narrowly missed collision with the American (steam) barge PORTAGE. It was about 5:30 in the morning and a thick fog was hanging over the water when the two boats came into the vicinity of each other. The MANITOBA whistled for the port side but suddenly the barge loomed up through the fog not a boat length away and coming straight for the big C.P.R. liner. Immediately the PORTAGE swung out, but not soon enough to prevent her grazing (MANITOBA's) number four gangway and leaving about ten feet of her rail as a souvenir for the passengers and crew of the MANITOBA. The latter sustained no damages except a little dinge (sic) in her passenger gangway, which was open at the time and was speedily repaired on her arrival here.

"The PORTAGE is a big wooden (steam) barge and in the event of a collision with the MANITOBA would probably have come off second best. Nevertheless, it must have created an unpleasant sensation among those who saw her coming straight at the C.P.R. boat and it is extremely fortunate that the results were no worse."

PORTAGE (U.S. 150042) was a wooden-hulled package freight steamer built at the Union Dry Dock at Buffalo in 1875. Owned by the Union Transit Company,