

The July 10th, 1917, issue of the "Toledo Blade" reported: "Ashore After Collision, Sault Ste. Marie. Capt. Root of the Great Lakes Towing Co. left this morning with the tug (S. C.) SCHENCK to inspect the steamer MACK which went ashore to prevent sinking, after colliding with the steamer MANITOBA in a fog off Whitefish Point Lighthouse. The MACK was light upbound, and sustained a hole opposite No. 3 hatch on the port side below the waterline, also broke plates above. The MANITOBA was damaged slightly but proceeded to her destination last night."

The "Chicago Herald" of July 11th carried the following: "The crew of the steamer W. S. MACK (sic) were forced ashore when that ship was badly damaged in a collision with the MANITOBA at Whitefish Bay in dense fog late Monday. The MANITOBA was unable to see the MACK after they collided and abandoned the search after cruising around two hours looking for her. She proceeded to the Soo." This same paper reported on July 17th: "The steamer MACK which ran ashore to prevent sinking a week ago after colliding with the steamer MANITOBA, reached the Soo Sunday (July 15th) under temporary patching. A cement patch will be put on her."

The MANITOBA continued on her way after the incident, and the following report appeared in the July 13th issue of the "Owen Sound Sun". "The Damage to Str. MANITOBA Not Serious. The MANITOBA was in last night on her regular trip, apparently little worse for the collision on Monday last. Her port bow showed traces of the affair in slightly bent plates, a new chalk (sic) and anchor and some fresh paint. The boat did not call (here) on her down trip on account of being held up by the fog on Lake Superior, but went straight to Port McNicoll, arriving there Tuesday evening. She was in Midland Wednesday having repairs made and is looking little worse for her experience.

"It was about a mile from Whitefish Point on Lake Superior and in a heavy fog that the collision with the MACK took place, but as the boats were running under check there was not a heavy impact and only a glancing blow was struck. It is said that the MACK was crossing the MANITOBA's bows when the latter struck her just aft of the pilothouse. The boats were soon apart and lost each other in the fog, the MACK heading immediately for the point and sinking in 20 feet of water. She was light or there would possibly have been considerable damage to both boats. The MANITOBA waited around to see if help was needed and then proceeded to the Soo. There it was learned that the MACK had sunk close to land and all the crew was safe."

The MANITOBA was found at fault for the accident due to the speed at which she was being operated in the fog at the time of accident. No doubt there had been concern about her schedule as a result of the delay in her downbound crossing of Lake Superior in the fog. However, despite the accident, Capt. McIntyre continued as master of the MANITOBA.

In 1918, there came a change in the schedule of the C.P.R.'s passenger steamers. Through 1917, KEEWATIN and ASSINIBOIA had kept up a hectic schedule with westbound departures from Port McNicoll on Saturday, Thursday and Tuesday, with MANITOBA sailing from Owen Sound on Wednesday. Beginning in 1918, however, KEEWATIN began sailing every Wednesday and ASSINIBOIA every Saturday, as they were to continue doing for almost fifty years.

MANITOBA's schedule was changed so that she left Owen Sound each Monday at 10:30 p.m., upon the arrival of the 5:25 p.m. boat train from Toronto. She called at the Soo at 6:00 p.m. on Tuesday, at Port Arthur at 3:00 p.m. on Wednesday, and arrived at Fort William one hour later. She sailed from Fort William eastbound at 12:00 noon on Thursday, calling at Port Arthur at 1:00 p.m., and at the Soo at 9:00 a.m. on Friday. She was back in Owen Sound at 6:00 a.m. on Saturday.

It may also have been at this time that a change in MANITOBA's route was instituted. KEEWATIN and ASSINIBOIA, on their westbound trips, ran up Georgian Bay and crossed Lake Huron to enter the St. Mary's River at DeTour. MANITOBA