

however, did not cross the open top of Lake Huron but rather took the more scenic route through the North Channel, although she did not stop at any of its picturesque little ports. MANITOBA would continue to take the North Channel route on her westbound trips for as long as she remained in service.

In 1919, there came a change of command for the MANITOBA. Capt. McIntyre stepped back to be master of ALBERTA, while Capt. Frank J. Davis moved up from ALBERTA to take the MANITOBA. Captain Davis was to stay in the MANITOBA until 1930, at which time he was promoted to command the KEEWATIN, from which he eventually would retire on December 2nd, 1938.

We believe that it was in 1919 that another change came for the fleet. Canadian Pacific decided to paint the hulls of KEEWATIN and ASSINIBOIA white, with a dark green boot-top and a narrow green stripe around the lower cabin deck, which the brochures once had called the "awning deck", but by this time were showing as the "main deck". They were the only boats to get the spiffy new livery at that time, however; it was only many years later that MANITOBA finally was painted white, and ATHABASCA and ALBERTA kept their black hulls until they were scrapped.

Perhaps it has been forgotten how severe the winter weather of past decades really was. In the spring of 1923, navigation was just beginning to get underway in early May. The May 4, 1923, edition of the "Owen Sound Daily Sun Times" reported that CARIBOU was stuck in ice off Collingwood, and also noted: "MANITOBA is to be Here in Spite of Ice - Will Make First Trip of the Season on Monday Next. Officials of the C.P.R. state that the str. MANITOBA will make her first sailing as was planned on May 7. It is expected that by Monday next Georgian Bay and Lake Superior will be sufficiently clear of ice to allow boats to navigate with reasonable safety. It is also expected that the St. Mary's River will be navigable within a few days.

"As has been stated before, the MANITOBA will operate under the same schedule this year as for the past several years (and as she would do for many years to come, with only some minor variations in times -Ed.). On Monday evening the MANITOBA will arrive here from Port McNicoll between 6 and 7 o'clock and leave upon arrival of the 10:45 p.m. (arrival time) train from Toronto. On the return trip the boat will reach Owen Sound from Port Arthur on Saturday morning about 6 o'clock and leave about an hour later for Port McNicoll. There is no change in the sailing schedule of the other C.P.R. steamers."

The May 8 edition of the same newspaper reported: "MANITOBA Here on Maiden Trip of 1923 Season. First Sailing of Boat With Passengers on the Upper Lakes. - Very Heavy Ice. - C.S.L. Steamer GLENELLAH Put in to Owen Sound for More Coal. Amid the salutes of all the factory whistles in the city and all the steamboat whistles in the harbour the C.P.R. steamer MANITOBA sailed into port on Monday evening about 5 o'clock on her maiden trip of the 1923 season. In spite of heavy ice, the original sailing date set some weeks ago was adhered to.

"The departure of the MANITOBA from Owen Sound on Monday evening (May 7) marks the first sailing of a boat carrying passengers on the upper lakes. While the N.N. Co. (Northern Navigation) str. HURONIC arrived at Port Arthur on Friday at midnight, she carried no passengers. The MANITOBA has the honour of carrying the first passengers of the season.

"The boat left Port McNicoll at 10 o'clock Monday morning and was delayed considerably by the ice. Capt. Frank Davis stated that from Giant's Tomb to Cape Rich the Bay was full of ice as far as the eye could see. By watching carefully for lanes of water, and openings in the ice, the boat could be kept running at full speed. At 11:15 Monday night the boat left here for the Soo and Port Arthur. It was Capt. Davis' intention to keep close to the west shore and thus avoid as much as possible the ice. A boat can be navigated through the ice in daylight but it is very difficult at night."