

The GLENELLAH (27), (b) CALGARIAN (II) (C.112205), followed MANITOBA into Owen Sound and replenished her coal bunkers there. She had left Collingwood the day before, sailing light, and was stuck for several hours with her bow shoved up onto an enormous cake of ice. She had used up a considerable quantity of coal whilst trying to work herself off this ice cake, and was 28 hours from Collingwood to Owen Sound. MANITOBA, however, enjoyed a reputation over the years as an excellent icebreaker.

We should mention that a 1921 Young photo is the first dated view we have that shows MANITOBA with a new forecastle configuration, while the 1916 company brochure shows a group photo of the fleet with our first image of MANITOBA with the upper pilothouse. The turtlebacked forecastle given her in 1901 simply was not successful, and eventually it was plated over with a regular cambered foredeck, with closed steel bulwark for most of its length and a small raised rail section at the stem. Capt. John Tackaberry recalls that, in later years, from inside the forecastle, the old turtledeck could still be seen overhead, so it never was removed. When did MANITOBA get the rebuilt forecastle head? We don't know for sure. The first dated photo we have of ALBERTA with the new bow configuration is a 1916 Young view, at which time she also had the new upper pilothouse. We have a 1914 Young photo of ATHABASCA with the rebuilt forecastle head but without the upper pilothouse. (The new higher foredeck bulwarks may have necessitated the new top pilothouse to aid forward visibility.) As the older vessels usually were updated first by the C.P.R., we suspect that MANITOBA was the last to get "done" forward, perhaps during the 1915 season.

The 1921 Young photo shows something else very interesting. In all the photos of MANITOBA taken earlier or later, she is always seen carrying one big, single whistle on the forward face of her smokestack. But the 1921 view shows a big chimed whistle, with either three or four parallel chambers. We know that KEEWATIN and ATHABASCA always had simple, deep, one-chamber whistles, while ALBERTA had a unique triple chime with the three chambers mounted vertically, an arrangement that the C.P.R. tried unsuccessfully to recreate for ASSINIBOIA. But the 1921 photo gives us the only view of MANITOBA sporting a "whistle tree"! What did it sound like? And why did she not keep it for more than a short period of time? Perhaps it just gobbled too much steam...

On her down trip in the early spring of 1923, MANITOBA carried Capt. John McIntyre - then of the ALBERTA and formerly master of MANITOBA. He had fallen ill whilst at Fort William, and needed to return immediately to Owen Sound.

One of the worst tragedies ever to occur on Georgian Bay took place on Saturday, September 14th, 1928, with the foundering of the Owen Sound Transportation Company's steamer MANASOO. If it had not been for the rescue of five survivors from a raft by the MANITOBA, the entire 21-person complement from MANASOO likely would have been lost, and we would never have learned the circumstances of the steamer's untimely loss.

MANASOO was originally built as (a) MACASSA on the River Clyde by William Hamilton & Co., Glasgow. From the time of her arrival on Lake Ontario in 1888 through to the close of the 1927 season, she had been operated on a route between Toronto and Hamilton by the Hamilton Steamboat Company, which later was bought out by the Niagara Navigation Company, which in turn was swallowed up in the formation of Canada Steamship Lines. In the spring of 1928 at Toronto, she was rebuilt from a day boat into a night boat with passenger staterooms constructed upon the former promenade deck. Originally 166 feet in overall length, MACASSA had been rebuilt and lengthened to 178.4 feet at Collingwood in 1905, but her hull was only 24.1 feet in the beam, which was no problem when she was running Toronto to Hamilton.

The author spoke with the late Capt. Dick Tackaberry (latterly master of NORISLE), and was told that MANASOO had scared him because he could stand