

Ships of Bygone Years Recalled By Capt. McCannel

Capt. James McCannel, in command of the S.S. Assinibola, trading between Port McNicoll and Fort William is greatly interested in ships. His cabin is a veritable museum, the walls being covered with photographs and reprints of vessels he has known on upper lake waters. He can talk lucidly about them and save a racy description to a Whig representative who recently took the round trip on the palatial steamer he commands. He has a map, prepared by Lieut. Alexander Boyce of the Royal Engineers, in 1798, of a canoe route from the Falls of St. Mary, now Sault Ste. Marie to Montreal. The route skirted the coast of Lake Huron and Georgian Bay down the French and Ottawa rivers thence to the St. Lawrence and on to Montreal. The captain says there has been a subsidence of five feet in the depth of the lakes since 1798, largely due to deepening of cuts on the lakes and rivers on the way to the sea. Lieut. Bryce built the fort on St. Joseph's Island some twenty miles east of Sault Ste. Marie.

Capt. McCannel is a great investigator and in the winter searches the historical records at Green Bay, Milwaukee and Chicago for the details of old craft that navigated the upper lakes. Among the earliest steamers he can recall was the S.S. Kaskouah which coursed from Collingwood to the western limits of Lake Huron and St. Mary's River. He recalls that when Capt. Dick carried Prof. Hinds' expedition to Fort William they met Sir George Simpson there. He had just arrived from the Red River settlements with two birch bark canoes and went on to Montreal with them in charge of voyageurs.

Thirty-Five Years Sailing.
Capt. McCannel has been thirty-five years on the water. In 1907 he took command of the S.S. Assinibola, previously he sailed on American crafts. In talking about western navigation he said with the building of the Ontario and Simcoe railway in 1855 and its connection of Toronto with Collingwood, a great influx of emigrants travelled westward over the line and many crafts began running from Collingwood to Green Bay, Milwaukee and Chicago. Among these ships were the Keystone State, Queen City, Niagara, Lady Elgin and Louisiana. In September, 1856, the Niagara was burned on Lake Michigan with a loss of 150 lives. She carried 200 deck and 100 cabin passengers chiefly Hollanders. Some 150 were rescued. Her place was taken by the S.S. Buckeye State. During the financial panic of 1856 the line was discontinued.

In 1858 a line of propellers started on the route, and continued to the end of the season in 1862. The propellers included Ontonagan, Hunter, Fountain City, Evergreen, City, B. F. Wade, Montgomery, Antelope, Edith, Sun, Mineral Rock and the big side-wheeler Planet.

The side-wheeler steamer Michigan ran excursions to Green Bay. During these years she carried emigrants to the west and their descendants are found in Wisconsin, Illinois and Michigan.

A Collision of 1860.
The Lady Elgin was run down in a collision by the schooner Augusta, on the night of Sept. 6th, 1860, while returning from Milwaukee to Chicago with a heavy passenger list of excursionists. Some 287 lives were lost. The story was told in the old Third Reader, used some fifty years ago. Capt. Jack Wilson, who went down on her took the first steamer, Illinois, that ever looked through the Soo Canal into Lake Superior on June 18th, 1855.

The Keystone State was the largest of the propellers, being 300 feet long. She foundered in Saginaw Bay in 1862, with all hands. In

1863, the Planet foundered with all hands, in Lake Superior. Capt. McCannel began his career as a deck-hand on the old Fountain City of this fleet in 1890. She was burned in 1894 on Lake Michigan.

While building the docks and railways at Georgian Bay ports, two small steamers, Oxford and Massapa, ran from Collingwood to Owen Sound in 1856. Capt. Smith brought up a side-wheeler steamer which ran daily to Owen Sound. She was larger than the others. She ran till 1860, when she was replaced by a still larger craft.

In July, 1857, Prof. Hinds, of the Geological Expedition, sailed from Collingwood on the side-wheeler Collingwood, bound for Fort William, passing through the Soo Canal on July 25th, 1857. They were to make surveys, etc., west to British Columbia. It was not till July, 1858, that a regular steamer was put on the route Collingwood to Fort William. Mr. McMurrich and others bought the twin screw propeller Rescue in Buffalo, and Capt. Dick, her commander, had a contract for carrying the mails for the Red River settlement, at \$1,200 per trip. The first mail consisted of three letters and two newspapers. The ship left Collingwood on July 12th, at 10.30 a.m., and arrived back on the evening of July 19th, at 6 p.m. The only light visible was at White Fish Point, no lights existing on the Georgian Bay. The mails were landed at the Grand Portage, at the international boundary between Minnesota and Ontario, thirty-five miles south-west of Fort William. Capt. Kennedy, in charge of the mails, bought a birch bark canoe and started for Fort Garry by way of the lakes and rivers, Rainy River and Lake-of-the-Woods. In 1860, when the Prince of Wales visited Collingwood, this ship took the party around the river and during the Fenian Raid was fitted out as a gunboat, and sent to lower lakes through Welland Canal, which has been in service since 1829. The present canal is the fourth one enlarged.

Another Line.
In 1859, another line took the route Collingwood to Fort William, named the Ploughboy. It was sailed by Capt. McLean. John A. Macdonald party were once on the ship when it broke down. The ship's name was changed to I. F. Park and was burned at Detroit, in 1870. In 1865, the side-wheeler Algoma, Capt. Leath, was put on the Collingwood to Fort William route. This steamer was formerly the City of Toronto, built at Niagara in 1840, and operated for some years on Lake Ontario; was sold to Americans and named the Racine, and ran on Lake Michigan. She was bought back by Canadians and named the Algoma, and was dismantled in Collingwood in the early 70's. In 1868, the S.S. Chicora, built at Liverpool in 1864, as a blockade runner, and called the Letter B, operated on the route till the close of 1875. She laid in Collingwood till 1878, and returned to Lake Ontario and was put on the route, Toronto to Niagara, and was the forerunner of the present fleet. She was dismantled several years ago and is now used as a tow barge, and called the Warrenko.

In 1871, the S.S. Cumberland was built at Port Robinson and operated until wrecked on the Rock of Ages, Lake Superior, in 1873. In 1867, Capt. Smkh. Owen Sound, had a steamer, Francis Smith, built in that port and the engine of the S.S. Clifton installed. For a short time this steamer operated on the Georgian Bay, when she too was added to the

SWAGGER OUTFIT
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Lake Superior fleet. She was one of the best fitted out in her day and was known as the queen of the lakes. She was sold to the Northern Transit Company of Collingwood and the name was changed to the Baltic. She burned at Collingwood in 1895.

In 1855 the Beatty Bros., had a steamer built, called the Wabino, and brought to Georgian Bay, and for several seasons she ran from Collingwood to Parry Sound. This steamer foundered on Nov. 22nd, 1879, when all on board were lost. The Wabino also made several trips to Fort William. Another steamer, about the same size called the Silver Spray, ran from Collingwood and intermediate ports to the Soo, and was burned in Owen Sound harbor in 1877.

Other Steamers Added.
As the trade to Fort William was yearly increasing, other steamers were added as demanded. The propeller Owen Sound, built in Owen Sound in 1875, ran on this route for several years. She struck a rock at Clapperton Island, Lake Huron, in 1887, and sank. Afterwards she was raised and converted into a steam-barge called the Saturn and was lost on Lake Huron. In 1873, this company, known as the Collingwood and Lake Superior line, bought the U.S. steamer Annie L. Craig, had her name changed to City of Winnipeg and she was burned in Duluth harbor in July, 1881; four lives being lost. To replace this steamer, Smith and Keeley, owners, bought the twin screw iron steamer North in London, and had her name changed to Campana, and in the spring of 1882 she ran for several years over the Collingwood to Fort William route, and afterwards was wrecked on the Wye rock in the St. Lawrence river. The S.S. Manitoba was put on the Sarnia-Fort William route in 1872. This steamer had the distinction of being the first large passenger boat to enter the harbor at Fort William. In that year a narrow course was dredged through the bar at the entrance to the river, when, on August 16th, 1873, this ship commanded by the late Capt. J. B. Symes, tied at the Hudson Bay dock where No. 3 and 4 C.P.R. freight sheds are now. Previous to this all vessels for Fort William and Prince Arthur's Landing anchored outside and transferred freight to lighters.

About 1875 the Asia and Sovereign also ran on the Windsor-Sarnia-Fort William route. In 1874 and 1875 the new propellers Ontario and Quebec were added to this line, and they, in turn, were replaced by the United Empire and Monarch. The Monarch was wrecked at Isle Royal, Lake Superior, in 1906, and the United Empire became the property of the present Northern Navigation Company, and her name changed to Sarnic. The Asia foundered in the Georgian Bay, on Sept. 14th, 1882, when over 100 people were drowned, only two survivors, Duncan Tinkess and Miss Morrison were saved. The lady is now Mrs. Fleming, residing near Owen Sound; Tinkess died a few years ago.

New C.P.R. Boats.
In the fall of 1883, three new C.P.R. boats arrived and the following spring were placed on the Owen Sound-Port William route, namely, Algoma, Alberta and Athabaska. In November, 1885, the Algoma, during a heavy north easter and blinding snow, was wrecked on Isle Royal with a loss of forty lives. The other two are now running from Port McNicoll to Fort William.

Among other crafts that ran from Collingwood to the Soo were the S.S. Gladys, brought from Marine City in 1876, her name changed to Northern Belle, and pilled on Georgian Bay route. She ran for many years and went out on the fire route in 1893. In 1878 the N. T. Company bought the American S.S. Robert Holland to run from Collingwood and intermediate ports to the Soo. Her name was changed to Northern Queen. She was wrecked on Lake Michigan on November 24th, 1881, after being in a collision with the S.S. Lake Erie. The wreck was purchased by the original owner, converted into a steam barge and until a couple of years ago was engaged in the lighter trade, and was again called the Robert Holland. Another steamer on this route was the Emerald, formerly called the Oswego Belle. The Manitoulin, built at Owen Sound in 1880, ran until burned in May, 1882, with a loss of life. The hull was rebuilt and named the Atlantic. She was burned in 1903. In 1883 the S.S. Pacific was built at Owen Sound, and for many years these two steamers were popular and widely known on the Georgian Bay route until destroyed by fire. They were followed by steamers Germania and Majestic, plying between Collingwood and the Soo and intermediate ports.

The Black Line.
In 1888 another line appeared, the Black Line, the S.S. City of Midland was built in Owen Sound in 1890 and ran on this route. In 1893 this company had a much larger steamer built called the City of Collingwood, and she ran to Chicago during the world's fair. She was burned in 1905. These two lines were known as the White and Black line, and were eventually merged and to-day are known as the Northern Navigation line. Other small steamers operated at different times by the company were the City of Toronto, City of Parry Sound and Britannic; most of these wooden steamers were burned. The Northern Navigation Company has now three big steamers from Sarnia to Duluth; Noronic, Rarmenic and Huronic.

In 1897 the C.P.R. brought out the S.S. Assinibola and Keowitaw from the Clyde and in the spring of 1908, they ran from Owen Sound to Fort William till the close of 1911. In 1912 they commenced running from Port McNicoll, commanded by

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Capt. McCannel and Capt. McPhee. The S.S. Manitoba of this line was built by the Polsons in Owen Sound in 1859. The others in service are the Athabaska and Alberta.

About 1878 a line of propellers of the old Welland Canal type ran from Collingwood to Chicago in the freight and passenger trade till the close of 1880. These were the S.S. Simcoe, which foundered in Providence Bay, Lake Huron, in 1880, with considerable loss of life. The same

SEITLESS FROCK



This seitless frock of black satin with an embroidered motif in white on the vest and at the hips is the popular version of street frock. A very unusual feature is the long reverse collar that does not tie until it reaches the natural waistline. Such frocks invariably have very long sleeves and very short skirts.

FARMERS HAVE MEASLES.
In consequence the Oso Station School is Closed.
Oso Station, Sept. 22.—The farmers around here have finished their harvest and are busy cutting corn; some have started digging potatoes. The school in this section is closed and the teacher has returned home on account of the measles, as a large number of farmers around here have them.

The school fair, held at Sharbot Lake, was well attended on Thursday last. A few from here attended the Kingston fair and report it very good.

Alfred Holt is spending some time with Joseph Warren. Mrs. E. Warren and sons and Miss Louis Garrett spent Sunday at Crow Lake. John Crawford spent the week-end in Kingston.

Mr. and Mrs. Kimberly, Sharbot Lake, spent Tuesday at Joseph Warren's.

The News of Elginburg.
Elginburg, Sept. 24.—The exhibitors at the Kingston Fair won many valuable prizes, especially on their stock. Mr. and Mrs. Fred Paxton and children, St. Catharines, spent Monday at John Noble's. Miss Edyth Piskley, Kingston, has been visiting at John Silver's. Mr. and Mrs. Walter Clog are visiting in Toronto.

Mr. and Mrs. Charles Irvine attended the funeral of the late Mrs. Driver, Kingston, on Wednesday. Mrs. Sheldon Perry has been visiting Mrs. B. S. McKins. Thomas Smith had the misfortune to be seriously hurt the first evening of the Kingston fair. Miss Edith Lehman is in the Hotel Dieu, where she will have her tonsils removed.

George Pattenham has returned from Alberta and has resumed his studies at Queens University. Miss Berenice Jackson left on Saturday for Toronto Normal School. Edward Tolls has been sick the past week. John Bearance is quite well again after having a second paralytic stroke.

A RED-BEAUTY.

Indians have their beauty shows just like the white folk. But there was much wailing through western teepees this year. Those fair maidens with copper skins, who had fallen into the bobbed-hair ranks, were barred from the beauty pageant at the Pendleton (Ore.) round-up. Even so, there were plenty of good-looking maidens, who hadn't shorn their locks, on hand. Witness Esther Motanic (tribal name White Fawn) of the Umatillas.