

Tactics were adopted in early days which were a shame to any community. One I will relate. One of the noblest men Canada was ever blest with—George Brown—was brought to Barrie on nomination day in the early sixties, by the Reformers, to take part in the day's proceedings. As soon as it was known by the opposite party that he had come for that purpose, the word was passed amongst the faithful: "Angus does not want George to be heard." And he was not. The instructions were faithfully carried out and every attempt he made to be heard was drowned by the part of men. I well remember walking over from Barrie to Allandale that afternoon with my friend, Robert Jaffray, a life long Reformer, and one of the true friends I feel proud to have together with Geo. Brown. We three were talking over the day's doings. I said how much I regretted the way they had treated Mr. Brown. His reply was: "It is only what I expected."

What a treat it would be to hear the same man now.

THE WRECK OF THE MARY WARD

Under the none de plume of Lance, Mr Jas. A. Tucker, assistant editor contributed a number of articles entitled "Tales of the Georgian Bay" to the Saturday Night. "The Loss of the Mary Ward," is told as follows:—

One of the earliest of the great wrecks of Georgian Bay was that of the propeller, "Mary Ward." In as angry a gale as ever lashed the usually tranquil waters of the Georgian, this vessel lost her bearings and ground herself to pieces on a submerged ridge of rock that has since borne the sinister name of the "Mary Ward shoal." Compared with several later disasters, this one was not marked by great loss of life or property; the drowning of eight men and the destruction of a vessel and cargo valued at \$25,000 are not specially terrible to contemplate compared with the results of some other disasters of which the Georgian Bay has been the scene. But the details of the story are as thrilling and tragic as those of any like occurrence.

On the 22nd of November, 1872, the Mary Ward left Sarnia for Collingwood. She was loaded with salt and

coal oil and had a number of passengers on board. At Tobermory harbor on the Bruce peninsula, she took aboard from the steamer Cumberland, several surveyors en route to Thunder Bay. This party finding that the Cumberland would not be able to proceed further than Sault Ste Marie, returned on the Mary Ward intending to proceed to their destination by the overland route. The Mary Ward reached Owen Sound on the morning of November, 24th. There she took on several more passengers for Collingwood and early in the afternoon steamed away for her destination.

It was a beautiful calm Sunday afternoon. Scarcely a ripple was caused by the gentlest southerly breeze. The most timid would not have hesitated to accept the hazards of the six hours' sail to Collingwood. All went well until the greater part of the voyage had been accomplished. The breeze freshened a bit and shifted a few points. The night came down unusually dark and for some reason the light of the Nottawasaga lighthouse could not be seen. The officers afterwards contended that something must have gone wrong with the ship's compass. At all events a light was finally picked up but, as was subsequently learned, this was the glimmer of a lamp in a large half-way house, which stood by the shore and was used by teamsters and overland travellers between Collingwood and Owen Sound. The error was discovered too late and the watchful eyes of those in charge of the wheel picked up the distant bullseye of the Nottawasaga lighthouse just as the steamer grated on a smooth shelving shoal about three miles from shore. This was at 5 p.m.

The position of the Ward was not necessarily dangerous. She was not aground but unless the weather should become boisterous there was no reason to suppose that all on board could not be got ashore in safety. Indeed, after the first excitement had subsided, arrangements were made to pass the night in tranquillity and no thought of the impending doom entered any mind. Geo. Corbett, purser, and Mr. Moberly, a passenger, went ashore in a small boat and proceeded to Collingwood where they arrived early on Monday morning, for the purpose of procuring a tug to go to the assistance of the Ward.