

Rowland, of the Globe Hotel, Collingwood, whose son John was purser of the lost steamer went to the scene of the wreck in the yacht "Ida" and spent considerable time in searching the islands for bodies, but beyond finding more wreckage and freight, nothing was ever discovered. Later on a hole was cut in the bottom of the hull and a further search for bodies made, but only freight, wood and wreckage was found, but evidence was not wanting that the vessel had overturned before the upper works broke up. Still later, the owners of the vessel turned the hull right side up in hope of finding the bodies of the firemen, but nothing was discovered. All summer, search for bodies was continued at intervals, but although the islands were thoroughly examined for miles from the wrecked hull, no trace of the lost ones was ever found. There had been on the steamer, when wrecked a team of horses, one or two cows, and two or three dogs, but none of these ever went ashore or were found. Every life preserver of the steamer was picked up, none having been used, showing that the wreck occurred suddenly and without warning, otherwise some of the unfortunates would doubtless have put on life preservers and taken to the lifeboats.

There was no sign on the bottom of the hull to show that it had struck rocks, but that it had capsized was borne out by the fact of the "Sampson post" being driven through the bottom of the hull.

The Mystery Still Unsolved.

A discovery was made by Mr. Starkey which pointed to the wreck having occurred on Haystack Reefs, he having found iron rods and parts of the machinery in sixteen feet of water. Not having means of lifting this stuff, Mr. Starkey abandoned the search on the reefs. In 1898,

Mr. Archie Campbell, a fisherman while fishing up some of his nets on Haystack Reefs, brought to the surface one of the lost steamer's hand trucks, some chains and other articles, thus verifying Mr. Starkey's discovery, but leaving the manner of the wreck as great a mystery as at first. Nothing but the vaguest conjecture can ever be made as to what led to the wreck on that awful day, and how the passengers of the lost boat met their fate. Not a particle of the main deck of the "Waubuno,"

has ever been found, which leads to the assumption that it was carried to the bottom by the weight of iron and other heavy freight, in the vessel's hold, and some firmly believe that the vessel upset, the machinery and heavy freight carrying the main deck down, and with it, the helpless victims.

Mr. Fisher, widow of the lost editor of the "North Star," sued the owners of the steamer for heavy damages, but two special juries were unable to agree as to the cause of the wreck, and the suit, as well as a number of others had to be dropped. A mass of evidence was adduced as to the condition of the steamer, but of such a contradictory character as to puzzle both judge and juries.

The wreck caused the loss of twenty-four lives and upwards of \$10,000 worth of freight, which composed the cargo of the vessel, very little of which was recovered, and that in a damaged condition. To this day the hull of the wrecked "Waubuno" lies in that snug bay near Moose Point where it drifted so mysteriously on that day in November, 1873, and at low water parts of it protrude above the surface and are viewed by many a curious hunter after strange sights.

Other wrecks there have been, but about none hangs the veil of mystery as it does about the hull of the old "Waubuno".

TWO CLOSE CALLS ON THE GEORGIAN BAY.

This is a story of two close calls on the Georgian Bay.

The country to the north of that great body of water was it may be stated by way of introduction, in a very different condition 15 or 20 years ago from conditions prevailing in other parts of Ontario. Then the territory between French River and the Sault was wholly without railway service and steamboats furnished the sole means of communication with the outside world. Even to-day vessels furnish the greater part of the transportation facilities provided for freight and passenger traffic. As a result of this state of affairs steamboats on Georgian Bay do not lay up, as do many of those on Lake Ontario, with the end of the summer months. They keep right on running through snow and sleet, until ice forms on the channels about the end