

picked up, sometimes going up to Thunder Bay, Lake Superior, where a Hudson Bay post was the only sign of civilization, then to some lumber depot on the almost unknown north shores of Lake Huron and Georgian Bay, calling periodically at Parry Sound, where the late Wm. Beatty, one of the steamer's owners, was trying to carve a model temperance settlement out of the forest.

At the time just before the wreck, the "Waubuno" had become somewhat weakened by age, and her machinery was insufficient to enable her to successfully face the gale. Her earnings helped build a number of larger and better boats, so the old boat was relegated to the Parry Sound and Collingwood route, exclusively, the trade of which was growing into large proportions. On this route the exposed portion was the twenty-eight mile run between Hope Island and Lone Rock, and a considerable part of that even could be avoided by heading for Moose Point and running into the sound by way of the south channel. As the captain could easily choose his weather and lie to behind the islands when the sea was too rough for safety of the comfort of the passengers, nobody dreamed of the possibility of a wreck on that short run, unless it was some inexperienced land-lubber. A rival company, however, had put on the same route, a new and much faster steamer, which was docking in and out the east and north shore ports ahead of the "Waubuno", picking up passengers and freight in a manner exasperating to both crew and owners. It is possible that a desire to mend this state of affairs led to the "Waubuno's" wreck, as otherwise her captain would probably have tied up to an island in safety and waited for the gale to blow over. It is more than hinted that Captain Burkett was more than once or twice taunted with allowing the new steamer to outslip and out weather him, and it is said too, that he would not be out-sailed.

Saturday, November 22nd, 1879, was a wild and winter-like day. The wind blew a gale and snow squalls were frequent. All the previous day it had been blowing great guns and the "Waubuno" lay at the dock at Collingwood, with one of the biggest loads of freight of the season, and a number of passengers, with her crew of fourteen, waiting for the

gale to moderate sufficiently to enable her to start for Parry Sound. Among the passengers were Mr. B. Noel Fisher, the then publisher and proprietor of the "North Star," of Parry Sound, a Dr. Doupe and his bride of three weeks, from Mitchell, Ont., on their way to McKellar village, where the doctor intended to practise his profession. There were also a Mr. Sylvester and wife, a man named Griffith, of Gananoque, and three or four other men, whose names are unknown. Several Parry Sound people and others, narrowly escaped being victims, by being left behind, and a few who went to sleep at an hotel instead of staying on board, to rejoice in their escape. In connection with the sad loss of Dr. Doupe and his bride, it is said that Mrs. Doupe had a great dread of the water, and the night before the "Waubuno" sailed she had a dream in which she saw the steamer wrecked and herself, her husband and fellow passengers in the water fighting for their lives. In the morning she told her husband of her dream, and with tears, besought him not to venture out on the boat, but the doctor made light of her dream and her fears, attributed both to nervousness said their furniture and effects were on the boat, their tickets paid for, and that it would cost a large sum to go around by Gravenhurst and the road, and so, much against her will, she gave way to his arguments and consented to remain on the boat. This incident is no fancy sketch, but vouched for by many responsible people to whom Mrs. Doupe told her dream the day before the "Waubuno" sailed her last trip.

During Friday night, November 21 the wind lulled somewhat, and Captain Burkett, saying the worst of the storm was over pulled out of Collingwood harbor at 4 a. m., Saturday, without waiting for the passengers who had gone to the hotel for the night. The only person who saw the "Waubuno" afloat after she left Collingwood was Hoar, the Christian Island lighthouse keeper, who saw her as she passed his light, bound north, apparently all right. About noon the same day some lumbermen working in the vicinity of Moon River heard a whistle which they recognized as the "Waubuno's" sounding as if in distress, but little attention was paid to it at the time, as they thought she was signalling