

After midnight the wind and sea increased, and at 11 o'clock Monday morning conditions had become so bad that Captain Johnston and several others launched a boat and started for the lighthouse, about three miles distant, to procure assistance. Their trip was a thrilling one. When they landed at the lighthouse their boat was half full of water and in a sinking condition. The tug Mary Ann had meanwhile been got in readiness at Collingwood and started for the stranded steamer about 2 o'clock Monday afternoon. But before the tug had set out on its message of mercy, the wind had got into the northwest and was blowing a violent gale.

The Mary Ann reached the Ward, but the mighty billows prevented her being of the slightest assistance, and though she hovered round for a couple of hours she could not get even within halting distance of the doomed steamer and her priceless cargo of humanity. At half-past four the tug gave up the task as hopeless and reluctantly steamed back to Collingwood over mountainous seas.

Soon after she left, eight of those on board the Ward determined to make a desperate attempt to reach land. A boat was made ready to be lowered, and into this tiny cockleshell clambered John Stephens of Owen Sound, part owner of the Ward; Robert Blyth, passenger, Owen Sound; Caldwell, passenger, Toronto; Taylor, passenger, Simcoe; Chadwick, passenger, Elora; Charles Campbell, a passenger, who lived directly opposite where the Ward was pounding herself to pieces; Richard Reardon, wheelman, and William Burke, deck hand, both recent arrivals from England. These brave fellows made a good start upon their bold undertaking, but when a few hundred yards from the propeller the man at the boat's tiller lost his head and let go, another of the crew immediately sprang to the helm, but it was too late, the boat swept round into the trough of the sea and the succeeding wave filled and carried two men down into the engulfing waters. The boat remained afloat a single instant. Then another billow overwhelmed the tiny craft and it swamped. Two men clung desperately to the gunwale of the yawl for nearly three-quarters of an hour. Then numbed with cold they let go and shared the dreaded fate of their six companions.

All who remained aboard the steamer were saved. The gale blew itself out towards evening, when three fishing boats pluckily put out from Collingwood over the yet raging surges and rescued all who had stuck to the ship.

The Ward was a total wreck. She was owned by Messrs. Forhan, Corbett, Johnson, Stephens and Miller, of Owen Sound, and was insured for \$12,000.

Owing to the receding waters of Lake Huron and Georgian Bay Mary Ward shoal is now a dry ridge of rock standing well up out of the water. The half-way house whose light lured the steamer to destruction stood till a couple of years ago when it was burned by tramps who had infested it since the day of its usefulness departed.

THE MYSTERIOUS FATE OF THE "WAUBANO."

The story of the wreck of the steamer "Waubano" has about it an air of mystery uncommon to such occurrences on the Great Lakes and savors somewhat of a tale from the deep sea, when all that is ever known is that some vessel left port, was reported overdue, failed to reach her destination, and some pieces of floating wreckage, and, perchance a battered lifeboat or two are alone left to explain the tale of disaster. Not quite so vague and uncertain was the fate of the "Waubano", but very like it. Time has brought to light many things not known at the time of the wreck, but little light has been thrown on the mystery itself. Although the wreck must have occurred within less than a mile from land, not one single person, either passenger or sailor was saved, and not a body was ever recovered. Months after the wreck, the battered hull was found floating, bottom up, in a snug bay, far in among the islands; and years after fishermen dragged up from the bottom of the bay some articles which were recognized as belonging to the "Waubano," and which must have sunk where the ill-fated steamer was lost.

The "Waubano" was built in 1865. She was a sidewheeler about a hundred and fifty feet in length and forty feet beam. In her early days, the steamer made trips to or from any port where freight was to be