

on its front page, the welding of steel hulls was not exactly new, but it still was newsworthy. The firm of Russel Bros. Ltd. had begun operating in Fort Frances, Ontario, in January 1907 when Colin and R. Jardine Russel formed a partnership to engage in general and marine machine repair work. They built their first all-steel welded hull in 1927, and it may well have been the first hull of its kind in Canada. Soon afterwards, the company was being asked to build hulls larger than could be moved by rail from Fort Frances, so the business was relocated to Owen Sound in 1937 to take advantage of that city's harbour. Although they still were shipping welded steel hulls by rail from Owen Sound, THE QUINTE was too large to be shipped by rail, or for transit down the Trent Canal, so she was completed and launched at Owen Sound, to be delivered to her new home at Glenora on Lake Ontario by way of Georgian Bay, Lake Huron, Lake Erie and the Welland Canal.

The exact launch date of the new ferry was not mentioned in the Owen Sound newspaper. Trials were held in Owen Sound bay a few days before the article about her appeared in the newspaper. THE QUINTE was windbound, along with her consort, the steam tug T. J. SCOTT, of Sault Ste. Marie (and later of the Russell Construction Company, Toronto), when the story went to press.

Because of her unusual design, the Department of Highways insisted that THE QUINTE should be accompanied by a tug to her destination. It was expected at press time that THE QUINTE and consort would depart Tobermory that night. The D.O.H. architect, T. R. F. Benson, was aboard the ferry for her delivery voyage, as was Capt. John Rutherford. Eric Cordry was acting as both engineer and representative of Russel Brothers Ltd. for the delivery trip. THE QUINTE was running on her own power, a 179 horsepower Cummins diesel, capable of making the new ferry run at just over eight knots under favourable conditions, with a line attached to the tug, which was in charge of Capt. Thomas J. Scott. The Marine News section of the "Sun-Times" on Monday, June 26th, reported that the new ferry and its consort had passed down the Detroit River.

The "Kingston Whig-Standard" of Tuesday, July 4, 1939, reported: "New Ferry is Started with Due Ceremony. R. M. Smith, Deputy Minister of Highways Officiates - New Boat Carries 12 Cars at Once.

"Picton, July 4 - With appropriate ceremony, the new ferry service between Glenora and Adolphustown was put into operation Monday afternoon (July 3) with the first trip on the new boat being made at 12:30 p.m. R. M. Smith, deputy minister of the Department of Highways, officiated at the opening and delivered an address inaugurating the service. Among those at the ceremony were Dr. H. S. (or S. H.) Roblin and T. G. Bowerman of Picton, W. F. Noonan, divisional engineer of Brockville, who had charge of the project, Captain R. O. McLeod, Adolphustown, who will take charge of the new ferry, G. B. Miller, Bath, who was foreman in charge of the construction of the docks on both the Adolphustown and Glenora sides, and W. P. Judson, construction engineer of Kingston, who was responsible for all construction details. James Norris, of Kingston, is engineer of the new boat.

"The deputy minister cut the ribbon officially starting off the new ferry which was crowded with passengers ready to make the first scheduled trip. The ferry holds 12 cars. The old ferry, capable of handling only six cars at once, will be replaced by the new boat, but will be retained for emergency service. At the slip in which the ferry docks at Glenora, all work had to be put in new and it took thousands of tons of rock and hundreds of large logs to build the piers. Work has been ongoing since before the ice broke up. The Adolphustown dock has been made exactly as the one on the Glenora side. Following the inauguration of the new ferry service yesterday, an official luncheon to mark the event was held in Picton."

THE QUINTE was not a particularly beautiful boat, but few ferries of her type ever have been. She had a car deck clear of obstructions except for the posts supporting the bridge deck above, and the lifeboats (one on each side) were suspended from radial davits just above the handrails at the sides of the car deck. (In later years, much higher davits were installed, so that the lifeboats were almost on a level with the bridge deck. The pilot-house of the ferry was a wooden structure which looked more like a construction shack ashore somewhere, with two windows in each end, two windows and a door in each side, and a roof curved from side to side to let the rain run off. The bridge deck was scarcely larger than the pilothouse itself. The hull was painted black and all above-deck structures were white. The ferry retained the same general appearance for virtually her entire operational