

May 28: ... Steamer nearly ready for a trial, but which will not likely take place before next week. Mean time she improves in appearance. We approach the conclusion. My mind continues at times, anxious & excited, from the frequent calls that have been made upon its resources lately for estimates &c preparatory to the construction of a new steamer.⁹

June 2: ... On Tuesday the 4th inst. All things being complete it is proposed that the new boat Gore shall be tried and from the present appearances, the general opinion is that her speed will be proportionate to the power applied. If so, my fondest anticipation with regard to the vessel will be realized.

The Comp'y have now engaged to construct a boat for Mr. John Hamilton & I have agreed to remain until her frames & model are complete ...

June 4: A general training of the Militia takes place to-day, & as the greater part of our workmen will consequently be called to attend, we have determined to give the Gore her first trial during their absence.

... In consequence of some alteration in the machinery, our boat cannot be tried to day.

June 7: On the 5th inst. we gave the new boat Gore a trial. Her speed, however, did not equal our expectations as the machinery proved somewhat stiff in its operation. The steam was also insufficient to obtain more than [sic] 20 revolutions of the engine during the whole of the time we were out, a rate which could not be expected to propel the boat above eight miles an hour.¹⁰

With regard to her stability, being the point upon which I was most doubtful, she exceeded my expectations. While at the wharf although a little crank, yet when under weigh, the vessel in my opinion was perfectly steady and answered every purpose. Her success on that score is to be attributed in some degree to 9 tons of Ballast which we placed in her hold previous to starting, the great part of which can be gradually removed according to the judgment of the Captain.

Notwithstanding the satisfactory trial of this boat, Mr. Lockhart, her owner announces his determination to the Comp'y not to receive the vessel, stating as his reasons, that the vessel was crank, and totally unfit for any useful purpose. He also says that the dimensions of the vessel are not those he gave to the Comp'y, therefore begs to decline receiving the boat & being considered as her owner. The above intelligence of course has astonished the President &c, but, as their cause is a good one, of which there is no lack of proof, Mr. Cayley, has determined that the affair shall be brought to trial. The issue cannot be doubtful, as Mr. Lockhart has

⁹ This would be the *Niagara* for the Hon. John Hamilton, then living at Queenston, but shortly afterwards at Kingston. Hamilton was, at the time, the largest steamboat owner on Lake Ontario.

¹⁰ Presumably 20 revolutions per minute, otherwise Gilkison would have reported her drifting!