

clearly identified himself the owner by his making the various payments as they fell due & with regard to his not having given the dimensions on his assertion of their being altered, in that point he is also in error & can be proved by his never having sent to the Company any statement of the same.

Again Mr. L. has the assurance to say I guaranteed the boats being stiff. In reply, should it be my fate to be placed in the witness box to-morrow, I can conscientiously declare, I never made such an assertion. The nearest approach to his statement made by me was that I thought the vessel's dimensions were sufficient to insure stability, but that the engine was heavy & the stroke lengthy which caused me to apprehend the boat would be a little tender. The result has been as I anticipated. The boat, if without ballast, would be tender, but, as she now stands, her stability is beyond my expectations.

Respecting the dimensions I can there clearly state that Mr. Lockhart frequently inspected the plan & model previous to our commencing the actually building & acquiesced in the proportions &c of the same.¹¹

In no respect it is gratifying to reflect have I committed myself. Lockhart is acting under the influence of passion & bitter feelings towards the Comp'y in consequence of their refusing to accept his terms of payment for the construction of a new steamer made some time ago, together with their refusing to purchase a schooner which he has now on hand for sale. This is the whole cause of his bitter feeling towards the co'y united with the misrepresentations of "Dick." I regret to witness such unpleasant irruptions especially when I shall be a prominent actor in the affair. Still, as we are in the right, it is to be hoped the injured party will be successful. ...

Meanwhile I shall finish the *Gore* and place her in perfect order. Mr. Hamilton is expected early next week, when I shall commence operations with his vessel. At present the men are engaged removing materials to the new yard.

June 23: ... Mr. Lockhart has at length agree to accept the Steam *Gore*, and I am anxiously hurrying on her completion previous to delivery. On the 18th he again tried the vessel, and was highly gratified to find the boat quite answered our expectations. Her speed is, I should think, fully equal to any of the best boats on the lake, and her stability sufficient to enable her to run without the aid of false sides. Notwithstanding a contrary opinion exists amongst the wise heads of the city.

June 30: ... Work at the *Gore* going on slowly, yet I trust a fortnight more will bring affairs to a conclusion. The finishing department of these boats is always tedious.

¹¹ The final pages of the diary contain memoranda with the dimensions of several vessels including *Traveller*, *Experiment* and *Queen Victoria*. Curiously, the only reference to *Gore* in this section is Gilkison's estimate of labour on the vessel (£1,355) and the estimated cost of the timber (£1,552) for a vessel of about 180 tons and 45 horse power.