

her by E. E. Gilbert, of Montreal. This engine had a cylinder of 36.6 inches diameter and a stroke of 120 inches, and it turned two large-radius sidewheels which were of the old-style, non-feathering type. We have been unable to develop any information concerning the boilers originally fitted in the steamer.

NORSEMAN was a very handsome steamer indeed. She had an enclosed cabin forward of the paddleboxes on the main deck, where freight was carried, and there was a large gangway forward on each side. The main deck aft had an open promenade around the cabin, with a closed taffrail running around the fantail. The anchors were carried forward on the main deck, behind shuttered ports set right next to the stempost. If they were needed, the anchors would be swung outboard by means of a davit mounted on the deck above, just abaft the steering pole.

The main passenger cabin was located on the promenade deck, with a large open area forward and a walkway all around the cabin, interrupted only by the paddleboxes. A heavy open rail ran around this deck. There were a number of large, round-topped windows in the upper cabin, particularly across its forward end where, apparently, an observation lounge was located. The paddleboxes were very large and rose high above the cabin roof. They were very ornately decorated, and when the steamer was new, the paddleboxes were emblazoned with the head of a Viking warrior, wearing a gilded, winged helmet. The steamer's name was carried in large letters down the main deck portion of the boxes, and on a scroll around the Viking portrait appeared the words "Live, Fight and Die Like Norsemen".

Down the centre of the boat deck, atop the upper cabin, ran a long clerestory which admitted light to the cabin below. There were two lifeboats, one on either side of the boat deck abaft the paddleboxes. At the far forward end of the boat deck was an ornate, octagonal "birdcage" pilothouse, which had a domed roof and a large acorn atop the finial rising above the dome. There was a large, sectioned, round-topped window in each of the sides of the pilothouse and, at least in the 1880s, the two centre windows were sheltered by wings (with windows) which jutted straight forward, apparently to provide a windbreak for navigation with the centre windows of the pilothouse open. It seems possible that these "wings" might have been hinged and movable.

The steamer's single, tall, fidded mast rose out of the boat deck immediately forward of the pilothouse, between the two centre windows. Auxiliary sail was carried on the forestay of this mast, running down to the upper deck just back of the stempost, the vertical steering pole, and the outward-angled spearpole on which a large flag often was carried. Rising high above the boat deck was the walking beam which connected, via a crank, the paddleshaft to the engine's single upright cylinder, which was placed forward of the wheels.

The first enigma concerning NORSEMAN arises out of the fact that Anna Young, probably based upon information in the Gildersleeve family files, mentioned that the steamer carried two stacks set athwartship. As can be seen from the first two photographs reproduced on our photopage accompanying this feature, it may clearly be seen (and particularly from the bow-on view) that, at the time those photos were taken, NORSEMAN carried but one tall funnel, almost unraked, and with a prominent cowl at its top. We have no information concerning any major reconstruction of NORSEMAN during the early years of her career, and we must therefore assume that, in fact, she was built with only one funnel and carried that same stack as long as she bore the name NORSEMAN. We will have more to say about smokestacks before this article reaches its conclusion.

When in service on her intended route between Port Hope and Charlotte, NORSEMAN was first under the command of Capt. R. C. Carter. She sometimes