

strayed from her main run in order to travel as far east along the north shore of the lake as Colborne and Brighton. She was quite able to accommodate overnight passengers and had berths for sixty passengers.

It appears that it was in 1872 that Capt. Carter relinquished command of NORSEMAN and entered into a partnership with Charles F. Gildersleeve in the business of forwarding, as well as serving as fuel and commission merchants, a situation which continued until 1877, when Carter withdrew to work for the Rathbuns of Deseronto. Carter was replaced in the partnership by Capt. Robert Crawford, who himself had served as purser and master of NORSEMAN. Eventually Crawford would acquire full control of the forwarding business.

After twenty-two years of service on the Port Hope - Charlotte route, NORSEMAN entered the Davis Dry Dock Company's shipyard at Kingston in 1890 for a major rebuild. With consultation by the famous marine architect Frank E. Kirby, of Detroit, and also Capt. J. W. Pearce, of Evansville, Indiana, NORSEMAN was lengthened to 175.0 feet by the insertion of a new hull and cabin section placed forward of the engine and sidewheels. The hull structure was specially strengthened to withstand the addition of this extra section. The lengthening increased the steamer's tonnage to 873 Gross and 499 Net. (Gross Tonnage was not being recorded in shipping registers back at the time the steamer had first been built, hence no mention of it until the rebuilding.)

The steamer underwent several other changes at the same time. The dome was removed from the roof of her pilothouse, and the wind-break "wings" were taken off. As well, a small texas cabin, containing accommodation for the senior officers, was built immediately abaft the pilothouse. The number of lifeboats was increased to four with the addition of a new boat on each side of the upper cabin roof, forward of the wheels. A closed rail may have been added to the forward (open) section of the promenade deck at this time (although that might have come later), and a second mast was added just back of the sidewheels.

Perhaps the most notable change, however, came in the construction of new and much less prominent paddleboxes. This was possible because the large-radius sidewheels, which had been carried by the ship since she was built, were removed and replaced with a set of much smaller, feathering wheels, built for the steamer by Logan and Rankin, of Toronto. Feathering wheels (such as those carried by TRILLIUM today), were designed with hinged buckets that entered and left the water at right angles to it, thus achieving more "push" with the same amount of power from the engine, and allowing for the use of wheels with a much smaller radius. The new paddleboxes were still emblazoned with the steamer's name at main deck level, but otherwise were much less fanciful than before, bearing only five small stars as ornamentation.

It is interesting to note that, during the reconstruction, NORSEMAN was equipped with new boilers. Fitted into her were two new locomotive-type boilers which were very long, measuring 7 feet 6 inches by 22 feet 4 inches. These boilers had been manufactured by Weir and Sons, Montreal.

Before the steamer returned to service in the spring of 1891, she was renamed (b) NORTH KING. She was enrolled at Kingston and was given Official Number C.96911. This was the first time that she had been assigned a registry number, as such numbers were not in use in Canada at the time of the ship's original construction.

Perhaps this would be the best point at which to bring up the biggest question which we have concerning NORTH KING. Anna Young has suggested that, during the rebuild, the steamer retained her two funnels. Now, we know full well that NORSEMAN did not have two stacks in the years immediately prior to her rebuild. And, as can be seen from the bottom photo