

double the expense. The fare for the round trip is only \$2.50, so that the excursion is fairly within the reach of all.

"Capt. C. H. Nicholson has become very popular during the time he has been on this route, his courteous manner, and the interest he takes in the comfort and pleasure of his passengers, making him a general favorite, while he shows competency for the important position he holds by the skill with which he handles his steamer. The other officers are also well qualified for their respective positions, having been carefully selected, with the view of having the best and most competent men in every department. Mr. J. G. Johnston, the purser, is a hustler, and performs his duties in a very pleasing manner. He is all over at all times aiding the captain in doing everything for the comfort of the passengers.

"The mate, Mr. J. Jerrolds, is an excellent sailor, and is one of the most capable navigators on the lake. Mr. Thomas Milne, the chief engineer, is a first-class machinist as well as engineer and the brightness of every part of the machinery indicates the pride with which he regards and looks after it. The tables, too, are in good and capable hands, while Mr. A. W. Stevenson has charge of them. His many years experience enables him to choose the best of everything, and the viands are put on the table in a tasteful and tempting manner, while their quality cannot be excelled. Mr. Stevenson has many imitators, but no equal, on Lake Ontario.

"The state-rooms are large, comfortable and well-lighted, so that all the luxuries of travel can now be had on the NORTH KING, and we trust that the season may prove a very successful one financially, as well as otherwise, for Mr. Gildersleeve's enterprise is deserving of the most liberal patronage from the residents on both sides of the Lake."

Another contribution from Gerry Girvin is a drawing of NORTH KING with her two stacks, showing her 1894 schedule of regular cross-lake runs. That season, she sailed from Charlotte (Village Station) at 8:30 a.m., arriving at Cobourg at 1:00 p.m. and at Port Hope at 1:30. She cleared Port Hope again at 2:30, left Cobourg at 3:00 and arrived back at Charlotte at 7:30 p.m. If only we could do that same trip in 1991, almost a full century later...

Despite the fact that we now have resolved a number of questions concerning NORTH KING, the excerpts from the Port Hope newspaper raise yet another question for us. As Gerry has noted, it has on several occasions been written that CARMONA (00), (a) MANITOBA (84), (c) PITTSBURG, was the first steamer on Lake Ontario to be fitted with electric light, that being in 1895. It now appears that NORTH KING beat her, and not by a short period of time, either, but by a full four years! We wonder whether we now would be correct in saying that NORTH KING actually was the first steamboat on the lake to boast electric lighting...

Stay tuned, and if we develop anything more of interest concerning NORTH KING, we shall let our readers know.

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CRUISING TO MONTREAL

In recent years, there has been much cruise ship activity in the Gulf of St. Lawrence and the lower St. Lawrence River. The title for the largest passenger vessel ever to visit Montreal will pass during 1991 to CRYSTAL HARMONY, 48621 Gross Tons, operated by Crystal Cruises, an N.Y.K. subsidiary. She will replace her autumn Mediterranean cruise schedule with four ten-day New York to Montreal cruises. She will displace from the Montreal "largest" title the SKY PRINCESS, of 46314 Gross Tons.

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