

of dark green was a very popular colour for wooden steamers in those days, but from the intensity of the hull colour in photos of JUNO, we would suspect that her hull was black. The forecastle and poop were white, as were the cabins. The masts and cabin trim (window frames, stanchions, etc.) were the same black (or perhaps dark green) as the hull, and the flagstaff was the same, except that it had a short white section at its base. The smokestack was painted all black.

Our photopage features an excellent photograph of JUNO, taken about 1890, which comes to us through the courtesy of Ron Beaupre. It shows JUNO at the south salt block in Kincardine harbour, unloading coal for use as fuel in the brine works. As can be seen from this view of JUNO as a "rabbit", she carried rather long nameboards on the sides of the forecastle, and these are a bit of a puzzlement, because the steamer's name was so short. Perhaps they displayed the owner's name, but in the photo no lettering can be seen on these boards. The steamer's name is plainly legible on the pilothouse nameboards, however, and also was painted on the fantail.

It is interesting to note that one of the Great Lakes' most famous marine photographers began his lake career in JUNO, and may even have been aboard her when the Kincardine photo was taken. Captain William J. Taylor, who served for many years in the buoy and light tenders of the U.S. Lighthouse Service and its successors, took many excellent glass plate negatives in the early years of this century, but is probably best known for the spectacular 8 X 10 cut-film negatives of lake steamers that he took in the late 1920s, through the 1930s, and into the wartime years, most of them done on a camera which he made himself. William J. Taylor began his lake sailing career as a 14-year-old cabin boy on the JUNO, sailing out of Wallaceburg, Ontario.

After JUNO had seen ten years of service, William Allen decided to have her refurbished. In fact, she was rebuilt and lengthened in 1895, and the Canadian shipping register of 31st December, 1895, showed her with a length of 139.7 feet, a beam of 26.8 feet, and a depth of 8.8 feet, her tonnage then being calculated as 288 Gross and 196 Net.

In this major reconstruction, JUNO lost her main (second) mast, and her pilothouse was relocated forward, atop the forecastle head. To provide for a little shelter from spray and head seas, a closed rail was built down almost the full length of the forecastle head, and to assist the helmsman a very long spearpole was affixed to the upper tip of the stempost. There was no texas cabin.

The pilothouse itself was a newly-built, large structure with three very big windows in its front, a smaller window and a door in each side, and two windows in its back. There was an extremely prominent overhang of the pilothouse roof on all sides to form a sunvisor, and navigation was done from an open bridge located on the monkey's island formed by the roof. A high open rail was placed around the monkey's island, and a canvas weathercloth was spread on this rail. Bridgewings were located on each side of the pilothouse, set just a bit lower than the level of the open bridge.

The appearance of JUNO was changed dramatically by the addition of this large, new pilothouse forward, but the ship's colours were not altered. William Allen still was shown as the owner of the vessel in the 1899 and 1900 issues of the "Blue Book of American Shipping", but the 1902 issue of the same publication lists the owner as Allen & Co., Windsor. The 1902 "Great Lakes Register" spells the owner's name as "Allan & Co.", but this is the only place in which the name appears with an 'a', except for the 1900 American Bureau of Shipping "Record", which shows the owner as "Wm. Allan". Both the "Blue Book" and the Dominion government "List of Shipping" always spelled the name as "Allen".