

During these latter years of her career, JUNO looked much as she had earlier, except that the forecastle and poop were painted black. The forecastle rail and cabins were white, and it is to be assumed that she carried the red stack with black top that most R. & O. and early C.S.L. steamers sported. Her foremast, which at one stage had been cut off short (probably when she carried the A-frame immediately behind it), had been restored to its full height and once again carried a ball at its tip.

Back in those years, there used to be a very shallow area of Toronto Bay located near the old National Iron plant, which often was used for the lay-up of idle vessels, for they could just rest on the bottom and did not take up wharf space. (This area, in terms of today's waterfront, would have been a bit out from the site of the R.C.Y.C. city dock, west of Parliament Street.) The Toronto Harbour Commission did its best to keep this area from becoming a marine "boneyard", and periodically ordered vessel owners to remove any hulls that appeared derelict. In 1914, the edict went out that the schooner-barge ERIE BELLE, and the steamers DUNDURN and JUNO should be moved. We do not know how long JUNO had been laid up there.

Canada Steamship Lines complied with the T.H.C. order, but it is not known whether the company ever again operated JUNO. The 1915 through 1918 Dominion registers list C.S.L. as owner of JUNO, but the March 31, 1916, Steamboat Inspection Report lists JUNO as "dismantled". We have reason to believe that she was still around in 1918, and that her engine was removed at that time. Her Canadian registry was closed on September 29, 1920, although it is possible that her bones were languishing in some backwater even later than that. Today, the remains of JUNO lie just west of the entrance to Port Darlington (Bowmanville), Ontario, east of Oshawa on the north shore of Lake Ontario. She is about 300 yards offshore. How her remains got there, we have no idea, and thus the final days of JUNO are cloaked in mystery.

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MYSTERY SHIP PHOTO

A while ago, T.M.H.S. committee member Lorne Joyce loaned us considerable material concerning Lloyd Tankers Ltd., much of which we used in preparing our feature on the tanker BRUCE HUDSON. Lorne also included items relating to the Lloyd refinery at Port Credit, and the old Haney brick works which was located close by.

Amongst the items was a photo which at first glance seemed to show the little wooden steamer JUNO when she carried an A-frame, boom and bucket, and was owned by Point Anne Quarries Ltd., and so we intended to use the photo as a companion to the JUNO feature in this issue. The photo is in the centre of the back side of the photopage, but at the last moment we had to change the caption because we found something very unusual in the picture.

Front and centre in the view is the Point Anne Quarries steamer JOHN ROLPH, (a) RESOLUTE (08), at the company's West Market Street wharf, Toronto. It is the best photo of the ROLPH we ever have seen. The tall structure with the derrick on top is Adamson's Elevator, which had been built about 1880 for the grain trade but which later was used for the storage of crushed stone. There were teamways at ground level beneath the elevator, where wagons were loaded with stone for delivery to Toronto construction sites.

Adamson's Elevator probably was better known for its demise than for its many years of use. About 1912 or 1913, the structure collapsed. Unfortunately, the West Market Street slip was, at the time, occupied by the Point Anne Quarries Ltd. schooner-barge SLIGO, (a) PRINCE OF WALES (74), which had been built as a barque in 1860 by Louis Shickluna at St. Catharines. She later became a "three-and-aft" schooner, and finally a