

We know of only one photograph of SADIE and we are pleased to present it with this article. Taken by famous Toronto photographer F. W. Micklethwaite, probably about 1892, it caught SADIE a fair distance out as she made ready to turn to starboard to land at the Hanlan's Point ferry docks. It was a busy day at the Point, as can be seen from the number of people, all decked out in their finery, on the promenade. The view was taken from a spot south of the Hotel Hanlan, which faced east and looked out directly over the ferry docks. The small ferry visible just to the right of the big electric arc light, following SADIE's course to the Point, is KATHLEEN.

From the mid-1880s onward, the ownership of SADIE was the same as that of CANADIAN/THISTLE; she passed to the Doty Ferry Company in 1887 and to the Toronto Ferry Company Limited in 1890. And, like CANADIAN, she was much in need of a major refit by the mid-1890s. So, in 1895, the year after THISTLE's rebuilding, SADIE followed her out to the Andrews Shipyard at Oakville. The Ferry Company, however, had much more of a rebuild planned for SADIE than was done on her running mate. Impressed by the success of THISTLE and even more so by the efficiency and popularity of MAYFLOWER and PRIMROSE, the company decided that SADIE would be rebuilt as a double-ender, and with an entirely new power plant.

When she returned to Toronto Bay, she was renamed (c) SHAMROCK (I), and she looked like a brand new vessel, albeit with a somewhat antique appearance. Her oak hull now had sharp ends, and measured 103.2 feet in length and 24.0 feet in breadth of hull, while her tonnage was 154 Gross and 101 Net. Her depth of hull may have been 5.4 feet, but we cannot be sure of this. The Dominion List of 1895 shows her depth as an incredible 35.4 feet (!) and this error never was caught, for it still appears in the 1903 listing. Interestingly, every other register we have seen, regardless of the publishing source, showed the length and beam of SHAMROCK, but oddly left the depth column blank, as if unwilling to repeat the Canadian register's egregious error but unable to ascertain the correct information.

SHAMROCK was powered by a brand new inclined condensing engine, with two cylinders, each of 17 inches diameter, and a 42-inch stroke. The engine, which produced 170 Indicated Horsepower at 40 revolutions per minute, was built for the ship in 1895 by the Doty Engine Company. Steam at 85 p.s.i. was produced by one coal-fired Scotch boiler, 7'6" in diameter and 9'0" in length. It had two furnaces, with 639 square feet of heating surface. The boiler also was manufactured by Doty, but back in 1886, so we suppose that it is possible that this boiler may have been put into her back in the "1885 Andrews rebuild", along with the earlier Doty 50 h.p. engine, if that reconstruction actually occurred over the winter of 1885-1886.

SHAMROCK was an impressive steamer, as shown by the various photographs of her, two of which are reproduced herewith. One of them, an impressively sharp Micklethwaite view, obviously taken from the hurricane deck of either MAYFLOWER or PRIMROSE, which is running opposite SHAMROCK on the Island Park route, and was taken just before the two steamers met in passing, also gives a good impression of the old Toronto waterfront and also the skyline of the city before the Great Fire of 1904 changed it so drastically.

As well, there were two known paintings of SHAMROCK done by the famous Toronto Harbour artist Charles I. Gibbons. One of them apparently perished a number of years ago, together with other Gibbons ferry paintings, and the only one known to exist today hangs only a few feet away from where this feature is being written.

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Ed. Note: Here, for want of space, we must cut short the story of THISTLE and SHAMROCK. It will, however, be concluded in the March issue, so watch for it then, along with some additional illustrations.

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