

Railway, as well as such other interests as the Toronto Electric Light Company and the Toronto & Niagara Power Company.

The three steamers delivered to Canadian Lake and Ocean Navigation were the J. H. PLUMMER, which was built as Hull 740 of Armstrong, Whitworth & Company Ltd., at Low Walker-on-Tyne; A. E. AMES, which was Hull 109 of the Northumberland Shipbuilding Company, of Howden-on-Tyne, and the H. M. PELLATT, which was constructed by Russell & Company at Port Glasgow as its Hull 511. The gentlemen for whom the ships were named all were from the Toronto area and were financial supporters of the Mackenzie and Mann enterprises. Ames was a prominent stock broker, and the famous firm he founded is still in existence. Sir Henry Pellatt was a financier who eventually wound up destitute, but in the meantime left us as a legacy the most grand home Toronto has ever known, his enormous castle on the hill, Casa Loma, which survives to this day and is open to the public.

James Henry Plummer, born in England in 1848, was a Toronto businessman and, acting as an associate of Mackenzie and Mann, he was one of the three founders of the Niagara, St. Catharines & Toronto Navigation Company. (His partners in this latter enterprise were Zebulon Aiton Lash, Q.C., and Joseph W. [later Sir Joseph] Flavelle.) At the time of the construction of the PLUMMER and her sisterships, he was assistant general manager of the Bank of Commerce, and in 1904 he became president of the Dominion Iron and Steel Company Ltd.

The steel-hulled J. H. PLUMMER was 246.0 feet in length between perpendiculars; her overall length was 257 feet, which was about the most the smallest of the old canal locks then could handle. Her beam was 36.0 feet, while her depth was 21.8 feet. Her tonnage was recorded by Lloyd's in 1915 as 1582 Gross and 922 Net. There is some question as to whether this actually was her original tonnage, but we have no register in which we can check the tonnage in earlier years, except for the 1913 edition of Beeson's directory, which recorded the PLUMMER's Net Tonnage as 991. That is close enough for us...!

J. H. PLUMMER was powered by a triple expansion steam engine which had cylinders of 20½, 33 and 54 inches diameter, and a stroke of 36 inches, and which was built for the steamer by the Wallsend Slipway Company Ltd., of Newcastle-on-Tyne. The engine developed 175 Nominal Horsepower. Steam was provided by two single-ended Scotch boilers which measured 13½ feet by 10½ feet. The boilers originally were fired with coal, although registers in later years indicate that she had been converted to burn oil fuel. We have no conflicting information concerning the source of the boilers, so we would assume that they were manufactured by the same firm that built the engine.

The PLUMMER was assigned British Official Number 114447, and she was registered at Newcastle. The enrolments of all three sisterships must have been taken out at the same time, because the PELLATT was given number 114446, while the AMES was 114449. It may today seem strange that canallers built specifically to operate in Canada were given British registry, but that was not at all uncommon at that time. Vessels of British registry were not restricted as to trade between Canadian ports, and registry numbers were interchangeable between the British and Canadian registries. As an example, when the PLUMMER later was brought into Canadian registry after having been sold foreign, she reverted to her old registry number, even though she never before had been registered in Canada.

The PLUMMER and her sisterships actually were more typical of ocean-going steamers than of lake boats. The PLUMMER had a straight stem and counter stern, and there was only minimal sheer to her deck. She was flush-decked both fore and aft, with no topgallant forecastle, although this latter was not a feature shared with many lakers built overseas and it shows her very definite deep-sea origins. There was a substantial tumblehome of her sides as they rose from the level of the 'tween deck to the spar deck, and this is plainly visible in many of the photographs taken of the three sisters.