

impossible, and so it did not matter that a blank section of pilothouse wall faced straight forward.

The pilothouse roof had a low dome, complete with decorative finial, and a little low rail ran around the edge of the roof. A large companionway ran up behind the pilothouse on the port side to give access to a small open navigation bridge set on the after portion of the pilothouse roof where the top of the companionway formed a small platform. (Many of these early ships had double companionways behind the pilothouse, so access could be gained from either side of the hurricane deck, but in the photo of CELTIC we cannot see whether there were stairs on the starboard side.) If one looks closely at our photograph of CELTIC, one can see a bowler-hatted individual in a dark coat standing atop the open bridge, almost undoubtedly the CELTIC's master. The man standing on the hurricane deck at the bottom of the steps is probably the chief mate.

Immediately abaft the pilothouse rose the tall, fidded mast, complete with gaff and boom. Auxiliary sail was carried on the mast, and probably was used frequently in the steamer's early years to conserve fuel. The galley smokestack rose high above the boat deck on the port side, athwart the pilothouse. (The cooking would have been done down in the forecabin and the food carried up into the cabin by the young and hard-worked messboys.)

There were two large lifeboats on the port side of the hurricane deck, and although our one photo of CELTIC does not show it, there very likely was at least one additional lifeboat, or yawlboat, carried on the starboard side. All of the boats seem to have been worked with radial davits, whose curved heads present a modern look in an era when many steamboat davits had straight, angled heads. Set well aft on the hurricane deck was the steamer's single, tall and unusually heavy (for the period) funnel. It was surrounded by several large ventilator cowls, placed there to draw fresh air downward to the nether regions where fresh air was a rare commodity indeed.

A straight steering post was set at the stem, but CELTIC also carried a long, hinged steering pole which could be adjusted to whatever angle the wheelsman desired, via a rope connected to the mast and worked by line and pulley from the forward deck. This "spearpole" featured decorative designs at its outer end. A large jackstaff was set at the stern, from which an immense Red Ensign was flown. There were sidepoles down each side of the boat deck for the flying of decorative bunting on suitable occasions. It will be noticed that, in our photo, CELTIC is "dressed" overall, indicating that the apparently posed photograph was taken on a special occasion, quite possibly Dominion Day, July 1st.

CELTIC had white cabins and an all-black smokestack. The hull was a dark shade, but not as dark as the trim on the main deck gunwale and rail, which leads us to think that perhaps the rails were black and the hull dark green. It is indeed unfortunate that the early black-and-white photographs could not give us more reliable renditions of shade variances between colours. However, considering the fact that photographers had to lug around heavy equipment and work with "wet" glass-plate negatives on which to record images, we are lucky to have any photographic images of ships from this period at all, so we will not complain.

In 1875, CELTIC, commanded by Capt. Taylor, and in company with CANADA, CALABRIA, DROMEDARY, LAKE ERIE, LAKE MICHIGAN and PERSIA, was in the daily service of Mackay's Lake and River Steamship Company from Montreal to Toronto, Hamilton and St. Catharines. In the following year, 1876, CELTIC was the first ship of the line to enter service, when she cleared Hamilton on Thursday, May 4th, with flour for Montreal. In those years, of course, there were no big government icebreakers at work, and ships had to break their own ice. As a result, wooden hulls were at particular jeopardy in the spring until the channels cleared themselves of ice.