

"The Str. CELTIC with lighthouse supplies stopped at Burlington Piers at 6.30 PM yesterday on her way out. On her arrival at the Station, Mr. Harty, superintendent of lights and his assistant, Mr. J. A. Robinson, proceeded to inspect the lights and surroundings and were very pleased with the manner in which they were maintained.

"After they had finished the inspection and delivered the supplies, the following were invited to Capt. Campbell's residence (he was the lightkeeper -Ed.): Capt. Wm. Cavers (of CELTIC) and his wife, Asst. Inspector Robinson and the following passengers - Mrs. and Miss Mackay, Mrs. and Miss Branigan, Mrs. William Young, Mr. and Miss Duncan, Mr. Mackay, Mr. Black, Rev. Sutherland, Mr. J. E. Tuckett and his wife, as well as several others.

"The party was treated to ice cream and other refreshments and each lady to a handsome bouquet of flowers. The gentlemen were not forgotten and all members of the party expressed themselves well pleased with the way they were treated. The party then proceeded by invitation from Mr. & Mrs. Tuckett to their villa on the Beach, where they were royally welcomed and handsomely entertained to all the delicacies of the season. They then proceeded on the Steamer to Port Dalhousie with the good wishes of all."

The final clearance of a Mackay steamer from Hamilton during the 1884 season occurred when CELTIC departed the port on Tuesday, November 18th. After completing her trip, CELTIC returned to Hamilton to lay up for the winter.

CELTIC appears to have had an uneventful season in 1885, remaining in the same Merchants Line trades as before. The steamer made a late start in 1886, not clearing Hamilton until June 1st. By this time, the Line's Montreal to Lake Ontario route had been extended all the way downriver to Quebec City.

On Tuesday, October 25th, 1887, CELTIC departed Fort William towing the schooner-barge BESSIE BARWICK. The BARWICK, 138.4 x 23.6 x 12.8, 329 Net Tons, had been built as a barquentine in 1866 by Louis Shickluna at St. Catharines. Due to heavy weather running on Lake Superior at the time, CELTIC and her tow put in to Nipigon Bay for shelter on October 26th. The following day, the steamer and her consort started out again to resume their trip, but the weather proved too severe for the tow, and CELTIC turned back again for the shelter of Nipigon Bay.

Capt. Cavers of the CELTIC then informed the master of the BARWICK that he could tow the BARWICK no farther, because CELTIC was suffering from engine problems caused by a broken crank pin. Accordingly, the tow was let go. Left alone and at the mercy of the storm, BESSIE BARWICK eventually stranded and became a total loss west of Pilot Harbour on Michipicoten Island. The BARWICK's crew managed to make their way safely to shore, where they were given shelter by local fishermen, and finally on November 12th they reached Sault Ste. Marie in a small boat. When the circumstances of the loss of the schooner became known, the CELTIC received considerable criticism for not standing by the BARWICK despite her own problems.

Capt. Cavers, however, survived the criticism and was back in command of CELTIC during the 1888 navigation season. CELTIC was once again given the job of running the government lighthouse supply trip during the summer of 1888.

The evening of Thursday, August 8th, 1889, was not a particularly happy one for CELTIC. Half-way through the Burlington Canal, CELTIC encountered and struck the yacht VOLUNTEER. Unfortunately, the smaller vessel was cut in two in the collision, but no loss of life was reported.

New bulwarks were fitted aboard CELTIC in her fit-out at Hamilton during the spring of 1890. On April 18th, resplendent in a new coat of paint, she cleared Hamilton for the Muir Bros. drydock at Port Dalhousie. After receiving bottom work and then being floated off the dock, she proceeded up the Welland Canal. After clearing Port Colborne for Toledo, some trouble