

and bunk rooms aboard for the crew, who always live aboard."

A similar account was printed by "The Toronto Telegram". According to the "City of Toronto Directory", John B. Reid was manager of Reid & Co., lumber and coal merchant, located at the foot of Berkeley Street. Melancthon Simpson lived at 266 Berkeley Street for a few years, but sometime in the 1890s, he and his second wife, Harriet, moved to 552 Parliament Street.

The Kingston "Daily Whig" of Tuesday, June 14, 1898, reported that the new steamer arrived in port that afternoon, and that Messrs. W. S. Buell, A. Bowie, A. A. Wilkinson, Dr. Stewart and Dr. Bowie, Brockville, arrived in the city that morning to embark on the steamer for the trip to Brockville. These gentlemen held an interest in the Brockville Navigation Company Ltd., which was the owner of the new ship.

A report from "The Brockville Recorder" of Friday, June 17, 1898, is reprinted here in its entirety. It was headlined: "Brockville's New Steamer. A Worthy Name Worthily Bestowed. The New Craft's Arrival in Town Creates Much Interest."

"The arrival here Wednesday afternoon of the new steamer BROCKVILLE, built at Toronto by Capt. M. Simpson, for the Brockville Navigation Co. (limited), was made the occasion of a somewhat notable gathering of our citizens. That a great deal of interest centred about the new boat was made apparent several days ago when it was known that she was about to come down, but it was doubly manifest immediately upon her arrival in port. She made a landing at what is known as the Haggart's dock, foot of St. Andrew street, about 2:30 o'clock, and had scarcely been tied up before a passing tide of humanity surged up and down that thoroughfare, all eager to have a look at the craft which is to bear the name of our town.

"She had on board besides her builder, Captain Jackson, formerly of the SHICKLUNA; Captain Murchison, Peter McCullum, engineer for the Polsons, and a fireman from the same firm, Toronto; Mr. W. S. Buell, Dr. Robt. Dowle, Mr. A. G. Bowie, Mr. A. Wilkinson, Brockville, and her regular St. Lawrence crew including Capt. Scott, Purser McGlade, Mate Gerald and Engineer Crossley. Capt. Jackson acted as pilot as far as Kingston and Capt. Scott the rest of the trip. From Toronto to Kingston, the engines were never stopped once. She left Kingston about 8:45 yesterday morning and steamed slowly all the way down the river.

"In view of the fact that the people here evinced so much interest in the boat, every opportunity was given them to inspect her. Both Capt. Scott and Purser McGlade personally conducted many citizens over the boat and among others a 'Recorder' reporter, under the genial purser's pilotage, was given an opportunity to see everything there was to see from the keelson to the top of the pilot house. We are therefore in a position to say that the company have certainly been provided with a very fine craft and one which we feel satisfied will meet with favor not only at the hands of those along her regular route, but with the excursion public as well.

"In the first place it is doubtful if any boat now afloat on fresh water has a better constructed hull. This was quickly made apparent on inspection of her frames and planking. These are wholly of the best white oak. The keel is 8 x 8 inches, keelson sided 8 inches, moulded 10 inches, the stem sided 8 inches and moulded to suit the shape of the boat. The frames or ribs are of two thicknesses of 4 inch plank, 21 inch centres, and put together with 3/8 round iron bolts. They are fastened to the keel with two bolts of 3/4 inch round iron through each frame and driven through keelson frame and keel. The outside planking is 2½ inches thick, fastened with spikes and bolts in the most secure manner. The inside scaling is of 2 inch oak plank, these also fastened with 5 inch spikes. The stanchions are of white oak also, 4 x 4 inches at deck and tapered to 3 inches at top. The main deck, of 2½ inch pine, is supported by deck beams of 5 x 5 tamarack, one to each frame. Everything