

captain's cabin, with a single steam whistle mounted on its leading face. One lifeboat, worked with radial davits, was carried on each side of the hurricane deck, well aft.

We ought not to comment much on BROCKVILLE's colours, because we don't really know what they were, except that for all of her active life, her cabins were white. The hull up to the main deck rail was white for a while but for most of her years it was a dark colour, probably black but perhaps dark green at times. Her stack had a black smokeband at the top for many years, with another colour below (probably red), but for much of her life, it had a silver top and a dark lower section.

BROCKVILLE (C.107421) was registered at Brockville. She was 105.0 x 21.5 x 5.7, and her tonnage was 191 Gross and 88 Net. Her engine and boiler were built for her in 1898 by the Polson Iron Works, of Toronto. The engine, a fore-and-aft compound, had cylinders of 9 and 18 inches diameter and stroke of 14 inches, and produced 14 Nominal Horsepower, or 140 Indicated Horsepower at 165 revolutions per minute. Steam at 165 p.s.i. was produced by a single firebox-type boiler, 4'9" in diameter and 8'0" in length. There was but one furnace, with 16 square feet of grate surface and 574 square feet of heating surface.

A lengthy paper entitled "The Steamer BROCKVILLE" was written by M. S. Macgillivray; it was dated September 21, 1979, but we do not know if the paper was ever published. Macgillivray recounts: "In those early days of poor roads, the rivers and lakes were still the fastest and easiest way to get to the cottage colonies along the St. Lawrence River. BROCKVILLE was built to service that need, carrying passengers to places such as Hillsrest, Fernbank and Butternut Bay. On her regular route, she provided a commuter service bringing men to the city to work, and when school was in, she served as the bus. As for excursions, she was advertised as 'The Greyhound of the River' and was popular with a variety of clubs and lodges for their picnics and moonlight cruises in the Thousand Islands.

"A popular trip was 'Around the Horn 70 Miles - 50 Cents'. The delights of the trip are described in 'The Lost Channel', an essay by the late Lt. Col. F. C. Curry, part of which is reprinted in Brockville, A Pictorial History, by Dr. Adrien G. Ten Cate of Brockville. One stop was made at Alexandria Bay, N.Y., then known as the 'Hub of the Thousand Islands', with two large fashionable hotels and other resort attractions. One was a Japanese pavilion in which Japanese novelties could be bought from Japanese in their native kimonos. Another stop was made at Thousand Island Park, a Methodist Church summer colony where as late as 1896 steamers were not allowed to land on Sundays. Later, commerce was allowed in and a Venetian glass blower did a thriving trade with excursionists. On her way back, the BROCKVILLE rounded Wellesley Island and threaded her way through the narrow channels on the Canadian side.

"An article by Lt. Col. Curry in the Winter 1951 issue of 'Inland Seas' (quarterly journal of the Great Lakes Historical Society) detailed other excursions run by BROCKVILLE, including the moonlight excursions to Alexandria Bay at a time when cottagers vied with each other in outlining their houses in electric lights, turning the riverbanks and islands into a veritable fairyland. Another favorite trip was down the St. Lawrence rapids and into the Cornwall Canal as far as Sheek Island just above Cornwall, where a magnificent view of the Long Sault Rapids could be had. The downward part of the trip, with the current assisting, would have been made in about 2½ hours, while the slower return trip against the current would have made for a full day's outing. Another day-long trip was from Brockville to Kingston, 50 miles, and then through the Rideau Waterway, about 40 miles and 14 locks to Westport. The passengers were then returned to Brockville by train on the now defunct Brockville and Westport Railway. The ship presumably lay at Westport overnight and in the morning picked up passengers who arrived by