

him of the arrival of the boat at Port Colborne last night and they will proceed to Owen Sound today, and will likely arrive about Sunday or Monday. Capt. McLeod pronounced the boat to be a first class craft and suited in every way for the route. Mr. Alfred Kenny, engineer; Mr. Currie, mate, and Mr. Agnew, fireman, and Mr. Thos. Allen, all of Owen Sound, are also on board the steamer."

The Kings Royal Park resort proved to be highly successful. Previously, Mr. McLauchlan had run smaller boats out to his resort, but for this season he had built a new dock and waiting shed on his harbour property, and he enlarged the resort property's dock. Said the "Owen Sound Sun" on August 29, 1913: "BROCKVILLE, which has been running the Owen Sound - Kings Royal route all this summer, will complete the season here on Monday night (September 1st), and on Tuesday will leave for Picton, Ont. The BROCKVILLE will resume her run between Belleville, Deseronto, Picton and other points for the fall season. Capt. Black and Engineer Kenny and other members of the crew will take the steamer back to Picton and turn it over to the owners. The BROCKVILLE has proved to be well suited to the local business and is very popular with the patrons of the park. The steamer has kept closely to her schedule and has not missed a trip since the regular trips commenced."

Before BROCKVILLE departed Owen Sound, she ran what the "Sun" said was "the first and perhaps the last boat excursion of the season", a trip to Griffiths Island. The steamer departed Owen Sound at 2 p.m. Extolled the "Sun": "This is a fine chance to visit the picturesque island and see where the Doric Cement Co. secures its supply of stone. Return fare: Adults 50¢, Children 25¢."

BROCKVILLE left Owen Sound as scheduled on Tuesday, September 2nd, bound for Picton, and she never again returned to Owen Sound. The Kings Royal Park business had been so good in 1913 that a larger steamer was needed to meet its demands. Accordingly, in 1914, the 1889-built steamer SOO CITY (II), (a) MABEL BRADSHAW (07), was placed on the route. She not only served the Kings Royal Park, but also offered weekend excursions to Parry Sound.

BROCKVILLE, meanwhile, resumed her Bay of Quinte service for the Ontario & Quebec Navigation Company Ltd., and apparently ran without major incident. The Hepburn-controlled company was, however, absorbed by Canada Steamship Lines Ltd., Montreal, in 1916, the ownership of BROCKVILLE being transferred to C.S.L. on May 20th of that year. The steamer later became a part (albeit a very small part) of the security for a mortgage of \$9,000,000 which C.S.L. obtained to finance its operations.

C.S.L. continued to operate BROCKVILLE on the Bay of Quinte, and she remained in that service until the close of the 1918 season. In 1919, BROCKVILLE was chartered to the Kingston Navigation Company Ltd., of Kingston. The driving force behind this firm was Mr. J. M. Campbell, a prominent Kingston businessman. The Macgillivray paper stated that during the summer of 1919, BROCKVILLE rescued an unidentified schooner which was in distress on the Long Reach of the Bay of Quinte. A severe squall had dismasted the schooner and BROCKVILLE towed her to a safe berth. Readers with any additional information on the incident are invited to identify this schooner.

The "Daily British Whig" of August 15, 1919, reported a delightful picnic trip made by BROCKVILLE to Alexandria Bay for patients of Queen's Military Hospital. The trip for war veterans, many on crutches or in wheelchairs, was arranged by Captains McNab and Roche, and the ship was chartered by the canteen committee of the hospital. The weather was perfect and the patients were entertained during the trip by the Great War Veterans' Band. They were treated at Alexandria Bay to a banquet hosted by the four churches of the town and, following a 7 p.m. departure, the band zealously played "The Star Spangled Banner" for the citizenry as the vets departed for a magnificent moonlight excursion home.