

able to throw any light on the subject. Perhaps the Kingston company was glad to get \$1,500 for a vessel which had, to them, little further use and to see the last of her. There is no official record of any number of later changes of ownership. This is stated to be because the Registrar of Shipping was not notified of them."

"Canadian Railway and Marine World" of June 1931 reported that the Algoma Steamship Company planned to operate BROCKVILLE from Hamilton via the Welland Ship Canal to Buffalo, N.Y., carrying passengers and freight, and that Capt. I. Woolner, of Collingwood, had been appointed master. It was said that considerable freight destined for South Africa via the New York State Barge Canal from Buffalo to New York had been secured.

Macgillvray wrote: "The operation was not a success. After only one trip through the Welland Canal she was libelled by the crew to recover wages and on September 6, 1931, she was again libelled for the same purpose. By September 29, 1931, the BROCKVILLE apparently had another master for on that date L. R. Pickard wrote to the Department of Marine and Fisheries at Ottawa saying that he was master of the BROCKVILLE which was laid up at Hamilton and that he had lost the ship's certificate when a gust of wind blew it out of his room and into the bay." The October issue of "Canadian Railway and Marine World" confirmed the two libels by the crew for wages, and also stated that other litigation was pending against the BROCKVILLE.

Meanwhile, during the summer of 1931, BROCKVILLE had made runs between Hamilton and Toronto, as evidenced by a rare photo that John H. Bascom took of her in the Toronto Western Gap that summer. It seems evident that this service was no more successful than her Hamilton-Buffalo trade.

On October 14, the "Hamilton Spectator" carried the following report: "No One Wants This Steamer. S.S. BROCKVILLE May Be Operated By Her Crew. But Admiralty Court Must Decide To That. Following yesterday afternoon's fiasco at the foot of John street when someone bid the huge sum of \$475 for the s.s. BROCKVILLE, the boat 'arrested' by Sheriff Leeming Carr as a result of wage claims by its crew, several suggestions were made regarding the ship's disposal this morning. According to A. A. Marck, legally representing the crew, there was a suggestion that the crew under the leadership of Captain Leslie Pickard would take the ship and attempt remunerative operation, but this, according to the sheriff's officer here, is up to the Admiralty Court of Canada, which is represented here by Sheriff Carr. It was intimated yesterday by Deputy Sheriff Burrell that nothing short of double the figure offered by the highest bidder of yesterday would be accepted for the vessel and that the BROCKVILLE was worth at least \$2,000. However, this price was affected by the lateness of the season and the prospective buyer would be forced to tie up his interests for at least six months and spend a substantial amount in the meantime for repairs.

"A large crowd of spectators, the majority of them second-hand and junk dealers, were on hand for yesterday when the first bid of \$400 was registered, only to be laughed to scorn by the auctioneer. Try as he might, the latter could not raise the figure above \$475 and there it stayed despite his ever increasing eloquence. In disgust at the apathy of the bidders and at the suggestion of the deputy sheriff, the auctioneer called the sale off. Into the bargain the figure quoted did not approach the reserve price by a long way. It is understood that efforts will now be launched to sell the boat privately and the boat will remain wharfed at John Street dock until negotiations are completed. It was distinctly understood yesterday, however, that nothing less than the wage claim of the crew will be accepted as payment for the craft."

"Canadian Railway and Marine World" reported in December that, late in October, BROCKVILLE had been sold to Albert R. Irvine, of Port Arthur, Ontario, for \$1,500. It was said that she would be run between Fort William, Port Arthur, Isle Royale and other Canadian Lake Superior ports and United States