

forward on the spar deck, and an open rail the rest of the way around, as the photograph shows at her stern.

What livery did LAKE ONTARIO wear? No written description is available. However, ships of her type usually had their deckhouses (including the main deck enclosure) painted white. This agrees with our photo. Their hulls generally were painted either black or dark green, and again the photo confirms that LAKE ONTARIO had a dark hull. And if we apply what we know about colour "rendition" in orthographic black-and-white photography, we would say that our photo shows a ship with a reddish-brown smokestack with a broad white band on it, and a black smokeband at the top.

As is usual with small ships of that era, surviving records are scarce and often incorrect. As an example, Melancthon Simpson often has been credited with the building of LAKE ONTARIO but, of course, that was not so. It is said that she originally was registered at Port Dalhousie, and that her registry was transferred to Hamilton by Bill of Sale on May 1, 1884, when the vessel became the property of R. O. and Elizabeth Mackay. Robert Osborne Mackay was one of the sons, and Elizabeth Mackay the widow, of Aeneas D. Mackay, who died on May 14, 1877. Four years later, the ownership of LAKE ONTARIO was transferred to R. O. and A. B. Mackay. (Adam Brown Mackay was one of R. O. Mackay's two younger brothers.)

But was LAKE ONTARIO really registered at Port Dalhousie from 1872 until 1884? The answer, apparently, is that she was not. "The Marine Register" for 1874, published by the Association of Canadian Lake Underwriters, showed the "port of hail" of LAKE ONTARIO as Port Dalhousie, and of LAKE ERIE and LAKE MICHIGAN as St. Catharines. However, the Dominion vessel register of 1874 showed all three steamers to be registered at Hamilton and owned by the Lake and River Steamship Co., of Montreal, Quebec.

LAKE ONTARIO ran the Montreal - Hamilton route in 1872, but that lasted for only one year. Then, no longer confined to the lower lakes, she plied from Montreal to Chicago along with the Merchants vessels ASIA, COLUMBIA, CITY OF ST. CATHARINES, EUROPE, LAKE ERIE, OCEAN, SOVEREIGN, ARGYLE, CALIFORNIA, LINCOLN and PRUSSIA from 1873 until the turn of the decade. The Association of Canadian Lake Underwriters valued LAKE ONTARIO at \$34,000 and classed her A1 in 1874.

Press reports of LAKE ONTARIO's early history are scarce, but two incidents are known to have occurred in 1874. In May, she was in a collision with the bark A. P. NICHOLS at Chicago, causing \$300 damage to the NICHOLS, but none to herself. A. P. NICHOLS had been built at Madison Dock, Ohio, in 1869, and was wrecked on Lake Michigan in 1892. The second incident of 1874 was a stranding in the Detroit River during September, at which time LAKE ONTARIO was lightered off with \$300 damage to cargo.

On November 21, 1879, LAKE ONTARIO requested assistance when she ran into heavy seas in Lake Ontario off Point Traverse. The sturdy Calvin tug JOHN A. MACDONALD, which was sheltering from the blow at South Bay, went out to give succour, and she brought the steamer safely into the lee waters of South Bay, which was the only shelter from a westerly or southwesterly gale between Kingston and Presqu'ile Point. The 1879 listing of the Association of Canadian Lake Underwriters valued LAKE ONTARIO at \$19,000 and rated her A2; it also incorrectly credited Melancthon Simpson with her construction.

LAKE ONTARIO ran from Toledo to Montreal in the grain trade in October of 1880, and she was running between Detroit and Toronto in the summer of 1882. The Inland Lloyd's register classed her A2 and valued her at \$21,000 in 1882 so it seems likely that she was given a rebuilding sometime between 1879 and 1882.

A telegram received in August of 1882 at Chicago from Melocheville, 28 miles from Montreal, reported LAKE ONTARIO to be either sunk or aground. She had departed Kingston on Tuesday, the 15th, for Montreal after discharging 7,000