

"Returning to the saloon and ascending the stairs at either side of it, one enters the observation room (measuring 80 feet by 28 feet -Ed.) upon the shade deck, which is decorated in the style l'art nouveau, panelled in quarter-sawn oak, and finished in forest green. Soft divans upholstered in golden brown velvet extend around the forward and after ends. Above the divans, the walls are panelled in tapestry. In the centre and between the divans at the forward end, a piano is placed. The entire side walls are composed of large plate glass windows, giving an unobstructed view over the water. At the after end of the room is an opening with an oriel bay window, looking down into the saloon. From the centre of the ceiling, a skylight rises for ventilation. The sashes are glazed with rich stained glass of style and colour in keeping with the decorations. The skylight is supported by columns with heavily carved capitals, and studded with incandescents. The ceiling panels are in shades of ivory relieved by ornaments in green and purple lines. The floor is laid in suitable material, in harmony with the colour and design on the room, and of such a nature that it can readily be converted into a ballroom in required. Exits are provided to the large open deck, where promenading may be indulged in at will.

"Forward of the observation room are quarters for deck officers. The captain's quarters come first, and comprise an office and chartroom, stateroom and bath. Forward of this is the pilot house, and above it the bridge, fitted with engine telegraph, telephone, binnacle and other appliances required for the navigation and handling of the ship.

"The second class passenger quarters are on the after part of the spar deck, and completely separated from other parts of the ship. The sleeping rooms are plain but neatly finished, and are so arranged that they will accommodate small or large families, or parties of men or women. Ample toilet arrangements and promenading space (on the small open after end of the spar deck -Ed.) have been provided for exercise (one exercised in the toilets? No, it's just bad grammar -Ed.), and an inside stairway leads to the second class dining room above.

"The crew's quarters are located in sections of the ship most convenient to their several duties. They are well heated and ventilated, and thoroughly comfortable."

Those familiar with the interiors of KEEWATIN and ASSINIBOIA, of the C.P.R., will realize that the interior of HAMONIC was arranged on an entirely different and much more grand basis. In particular, the ladies' lounge and the large observation room were features not seen on the C.P.R. boats, although latterly they were given a smaller observation aft. One of their features that HAMONIC did not have, however, was a well between the spar and promenade decks, decorated with hanging pots and buckets filled with flowers. The HAMONIC had no "swamp"!

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And here, for want of space, and before HAMONIC has even entered service, we must leave the history of this great ship until our next issue. Look for a detailed account of the steamer's first fifteen years of service, together with many superb photos, coming your way in May.

Full credits for assistance with this feature will follow at the conclusion of the story's final instalment.

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T.M.H.S. WEBSITE

Did you know that we now have our very own website? It's part of member Jeff Cameron's great Welland Canal site, and we extend sincere thanks to Jeff for including T.M.H.S. Check us out at www.wellandcanal.ca and let us know what you think. Society events will be featured there on a regular basis.

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