

The Toronto "Globe" of January 8, 1898, in an article about Toronto wharfinger W. A. Geddes, noted that amongst the steamers using the Geddes Wharf at the foot of Toronto's Yonge Street, was GARDEN CITY. That would indicate that she was on the Port Dalhousie route, and probably had been during the previous navigation season. The same paper on May 21, 1898, reported that Capt. Robert Cooney was master of GARDEN CITY that year, as he had been for the previous five years.

The "Globe" of Saturday, June 11, 1898, reported: "The GARDEN CITY made a trip to Bowmanville this evening. She will be back tomorrow morning." And on June 9, 1899, the "Toronto Evening News" noted: "The ROLLER BOAT departed Polson's [shipyard] at 7 a.m. ...at half past eleven the GARDEN CITY spoke the ROLLER BOAT just two miles past the island breakwater, but it was not likely that the new record for a trip down the lake would be established. ...A big crowd patronized the regular Friday excursion on the GARDEN CITY this morning from Oshawa, Bowmanville and Port Hope."

An item in the Kingston "British Whig" of April 9, 1900, noted that: "The steamer GARDEN CITY was sold at St. Catharines on Thursday [April 5] to Toronto men for \$15,000." We gather that this may have been when she passed from the control of Wigle and Hepburn to that of Lash, Plummer and Flavelle, although most records show that change as having happened in 1901. All this having been said, the 1899 Great Lakes Register (Bureau Veritas) showed her owner/manager then to have been one T. Nihan. We do not believe that we ever have heard otherwise of that person.

The Niagara, St. Catharines and Toronto Navigation Company Ltd. ran GARDEN CITY and LAKESIDE very successfully on the Toronto - Port Dalhousie route through the first decade of the twentieth century and they proved very profitable for their owners. Not only did they have a great following amongst excursionists, but they also pulled in a goodly number of persons, such as "commercial travellers" (salesmen) seeking a quick and easy route to or from St. Catharines in those days of poor roads and primitive road vehicles. Lake steamers and connecting electric lines were the way to go.

At the opening of the century's second decade, the N.S.&T. steamers had more passengers than they could handle, and so the company ordered from the Collingwood Shipbuilding Company Ltd. a large new screw day-steamer, to be 199.8 feet in length. The newcomer, originally intended to be named DALHOUSIE but instead christened DALHOUSIE CITY, apparently to make her name more harmonious with that of GARDEN CITY, made her appearance in 1911. At that time, LAKESIDE was retired from service, and in July of 1911 she was sold.

GARDEN CITY, however, being a more suitable running-mate for DALHOUSIE CITY, continued on the Port Dalhousie run. In August of 1910, the company had asked for tenders for new boilers to be fitted in GARDEN CITY, and accordingly two single-ended Scotch boilers (we have no dimensions for them) were installed in the steamer during the 1910-1911 winter lay-up.

It would appear that GARDEN CITY's last year of operation on the Port Dalhousie route was 1917, after which, no longer needed, she was laid up in Muir's Pond above Lock One of the old Welland Canal at Port Dalhousie. We have a poor image taken of her during this period and she began to look most decrepit indeed, with her cabin windows roughly boarded up. However, in the years following the end of World War One, business on the route began to pick up, and DALHOUSIE CITY by herself was unable to handle the trade. GARDEN CITY was not reactivated, however, but rather in 1920 the N.S.&T. brought to Lake Ontario the extremely handsome, 1891-built, 220-foot steamer NORTHUMBERLAND (C.96937), which previously had operated as a ferry between Pictou, Nova Scotia, and Charlottetown, Prince Edward Island, on the east coast of Canada. NORTHUMBERLAND and DALHOUSIE CITY would operate very successfully together for three decades.

GARDEN CITY lay idle in Muir's Pond until, on May 2, 1922, she was sold to Joseph Rinfret, of Montreal, for service to that city's King Edward Park,