

An interesting yacht race took place on September 8th from Toronto harbor, for the Prince of Wales champion cup, offered by the Royal Canadian Yacht Club. It had been arranged previously that the course should extend from Toronto to Port Dalhousie and back, a total distance of about seventy miles, thus affording a good opportunity of developing the sailing powers of the crafts entered. The cup was won by the Gorilla, her time being 6 hours, 46 minutes 25 seconds. The Rivet followed her in thirty minutes, and the Breeze, though third, was more than two hours behind. This was the second year a Cobourg yacht had carried off this cup, the Wide Awake, of the same place, having secured the trophy in 1861.

A very violent storm prevailed at the eastern end of Lake Ontario on the night of November 2nd. Many vessels were wrecked, accompanied by great loss of life. The propeller Bay State, Captain Marshal, belonging to the Northern Transportation Company, was lost on her journey from Oswego with all on board, the officers and crew numbering eighteen persons.

On Lake Erie the storm was no less disastrous. As the propeller Howard was on her way from Dunnville to Buffalo, having in tow six scows, when near Point Abino, owing to the violence of the storm, the scows broke loose and were totally wrecked, no less than sixteen of their crews perishing in the waves.

Navigation closed for the season about November 17th, about the same time as in the two years preceding.

On March 5th, 1863, expired at Hemmingford, Canada East, at the age of sixty-seven years, Mr. Alexander Walker, for many years mate of the Chief Justice Rob-

tion with the shipping of Kingston, was the launching from that port, on April 21st, of the barque Robert Gaskin, at the Marine Railway Shipyard. This vessel was commenced in the previous October, and completed early in April following. Her dimensions were 136 feet keel and depth of hold 11 feet 6 inches. She was built expressly for the grain trade and had a carrying capacity of 20,000 bushels. She was "tree-nailed" fastened throughout, being with one exception the only vessel on the lakes at that time that was so fastened.

Navigation on Lake Ontario opened early this season (1863) on March 26th, there being two arrivals at the port of Toronto. One of these was the schooner Indian Maid, from Port Dalhousie with 450 barrels of plaster on board. The other was also a schooner from Port Credit carrying thirty-five cords of wood.

The "Royal Mail steamer Ploughboy," so the advertisement for the season described her, resumed her regular trips from Collingwood to Sault Ste. Marie on May 20th. She was under command of T. F. Park.

The Emily May, on Lake Simcoe, began her journeys from Bell Ewart to Orillia on April 30th. She was still under the same command and ownership, that of Isaac May.

The steamer Clifton, W. H. Smith, master, commenced running in connection with the Northern Railway from Toronto, on May 2nd, between Collingwood and Owen Sound.

Mr. Shickluna launched the propeller America from his yard at St. Catharines on the afternoon of Wednesday, April 29th. The vessel was owned by Messrs. Morris & Neelon, and the engine and boiler were built by Mr. G. F. Oil, all of St. Catharines.



of whom received any injury. The vessel was subsequently got off, not much the worse for her adventure.

The steamer Rochester ran throughout the season of 1863 from Cobourg to Rochester, calling at Port Hope and Colborne. The fare, including meals, was only \$2 50. The following notice appeared on October 24th, in reference to a new freight vessel :—

"THE OSPREY.—The new steamer Osprey passed up yesterday morning, with a cargo of freight for Hamilton. The Osprey is fitted with the engines of the Jenny Lind, a steamer that prematurely closed her career, but was noted for great speed and power. She can stow away 5,000 barrels of flour, which is a freight capacity surpassing by considerable that of any other craft at present navigating the lake. The new steamer is also provided with an upper cabin saloon and staterooms, fitted up in a style of comfort and elegance rivalling the passenger accommodations of the line boats. Parties from the United States have made urgent applications for her purchase, but it seems that the owners have concluded that the most profitable disposition of their investment is to retain the steamer in the traffic of the St. Lawrence and Lake Ontario."

Another accident occurred to the Passport on November 1st. The *Toronto Globe* thus refers to it in its impression of Tuesday, November 3rd: "The steamer Passport sunk in Kingston harbor on Sunday evening. She was upward bound with over 100 tons of freight on board."

On November 5th the propeller Her Majesty, built for Captain Perry, was launched from the yard of Mr. Sickluna, of St. Catharines. Her dimensions were 185 feet long by 30 feet wide. Her depth was twelve feet six inches. She was at the time one of the largest vessels of her kind on the lake.

Sunshine came over from Toronto to Dalhousie and returned with a load of cement. She has the honor of being the first vessel to clear from port in 1864. May she long shine."

The new fast-going steamer Rochester, Captain W. T. Greenwood, ran from Port Hope to Rochester in the season of 1864, commencing April 4th. She connected with the G. T. R. and the steamers of the R. M. Line.

On April 11 the *Toronto Daily Leader* says, in a short article, that "Navigation may be said to be fairly opened, Messrs. Miller & Good, of this city, being engaged in loading the following vessels with grain: Paragon, Newcastle, Flying Fish and the Two Brothers."

Burlington Bay was clear of ice on April 9th, the first arrival of the season, the brigantine Cambria, coming into port there on that date.

Messrs. Donaldson & Andrews launched from their yard at St. Catharines, on April 7th, says the *Journal*, published in that town, "one of the finest vessels in appearance, at least, now afloat on these inland lakes, and she is apparently as strong and staunch as she is beautiful." The *Anglo Saxon*, for such was the name bestowed upon the vessel by Miss Anna Donaldson, daughter of one of her builders, glided off the ways smoothly and swiftly. She was commanded by Captain Thomas Neil, who was also a part owner, and was intended for the timber trade.

The steamer Ottawa, one of the freight propellers on the lakes, has often been referred to. She was launched from the marine railway shipyard on April 9th, where she had been undergoing extensive repairs. The *Kingston News* remarks: "She will be ready to leave, as indeed will most of the propellers, in a few days."

The *Hamilton Times*, of April 9th, con-



Mail Line, was rebuilt, in Detroit in 1863. She was sold in 1864, and her name changed to the Algoma, she being sent to Lake Superior, plying from Collingwood to Fort William. Her captain was D. Maclean. She made her first trip on April 28th.

The steamer Empress left Kingston for Toronto on April 14th, for the purpose of taking the route between that town and Niagara in place of the Zimmerman. Captain Chrysler was in command.

The Royal Mail Line in 1864 consisted of the steamers Kingston, Captain Howard; Passport, Captain Kelley; Magnet, Captain Fairgrieve; Banshee, Captain Swales; the Champion and the new steamer Grecian, Captain C. Hamilton, of Kingston. These steamers, running from Montreal to Hamilton, were the only vessels which ran the north channel of the rapids, the most picturesque one on the way to Montreal.

The steamer Grecian had been built on the Clyde and brought out to Canada in the autumn of 1863 and there put together. Her projectors expected her to prove the fastest boat on Lake Ontario.

The steamers on the R. M. Line were all thoroughly renovated this season and placed in a condition to ensure comfort and safety to the passengers.

The *Toronto Daily Leader* of April 18th, in commenting upon the facilities this line offered to the travelling public, says: "Such privileges cannot be overestimated by the public, who will find the Royal Mail Line an exceedingly safe and pleasing one to travel by east or west. The commanders have been selected from amongst the most gentlemanly and thorough seamen to be found on our lakes, the better to secure the confidence of the public."

Messrs. Chaffey & Co., of Toronto, were agents for the following freight boats: Whitby, Captain McMillan; Ranger, Cap-

Messrs. Henderson & Co. succeeded to the old established business of Holcomb & Cowan, of Toronto and Montreal. Their vessels were the Brantford, West, Osprey, G. Moffatt and a new propeller owned by Captain Peiry called Her Majesty. This vessel was commanded by Captain Handside. She had cabin accommodation for ninety passengers and freight capacity for 6,500 barrels of flour.

The propeller America ran from Montreal to St. Catharines, calling at Toronto on her upward trip.

On the Georgian Bay the Clifton was on her old route, commanded as in previous seasons.

The Grand Trunk Railway chartered eight steamers to run in connection with their road from Sarnia to Chicago, and the Great Western had six steamers also on the same route.

A NEW STEAMER.

On April 20th Captain Milloy's new steamer, the City of Toronto, was successfully launched at Niagara. The timbers of the unfortunate Zimmerman had scarcely become cold when Captain Milloy, with the earnestness and determination for which he was so famous, began making preparations to replace her. To assist him in this design he called to his aid the services of Mr. Shickluna, of St. Catharines, the well-known ship-builder. The keel for the new steamer was laid on October 20th, 1863, and exactly that day six months the vessel itself was launched. Miss Robertson, daughter of Mr. Donald Robertson, of Queenston Heights, named the new vessel, the usual bottle of wine being broken upon her bows. The dimensions of the City of Toronto were: length of keel 202 feet, 219 feet over all; width of beam, 27 feet; depth of hold, 11 feet 6 inches; draught, 7 feet 6 inches, and 600 tons burden.



Messrs. Henderson & Co., ran between Montreal and Toronto and Hamilton and vice versa.

A NEW PROPELLER.

On April 18th was launched at St. Catharines the new propeller City of London, intended to run from Port Stanley to Montreal. The vessel was named by Miss Taylor, of London, and the launch was declared one of the most successful that had ever occurred in St. Catharines.

The extreme length of the vessel over all was 145 feet, beam 26 feet 8 inches, with 11 feet 6 inches depth of hold, and 450 tons measurement. The *St. Catharines Journal*, in a highly flattering notice of this steamer, concludes its remarks thus: "There is excellent accommodation for steerage as well as cabin passengers, so that the wants and purses of all classes can be accommodated. The City will be commanded by Captain Pollock, a safe and reliable and skilful man, and having a large interest in the craft himself, he will spare no pains to do everything in his power to secure the comfort and safety of passengers under his care."

On April 13th, under the heading "Princess of Wales Steamer," the *Toronto Leader* has this notice: "The undersigned takes this opportunity of returning thanks to the citizens of Toronto for the very liberal support he received last summer in running to the Island, and respectfully intimates that he will resume his usual trips on or about the 10th May.

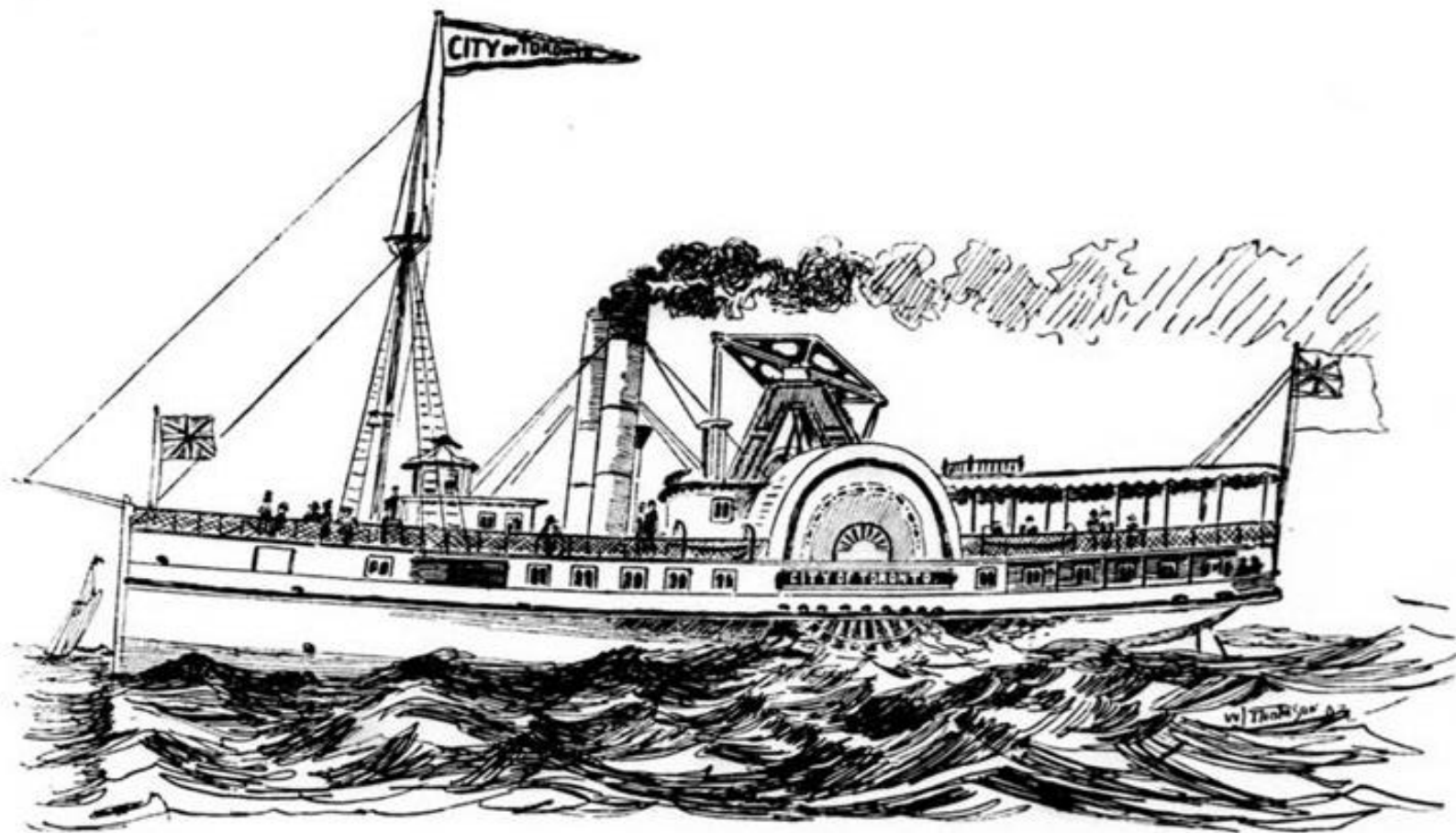
propeller Indian left St. Catharines to-day for Hamilton to load peas and flour for Montreal. The Huron and the Ottawa are expected up on Tuesday, May 1st."

RUMOURS OF WARS.


On May 1st the London (England) correspondent of the *Chicago Tribune* writes thus to his paper: "The frigates Liffey, (20,) and Galatea, (26;) the corvettes Jason, (21,) and Satellite, (21;) the sloop Petrel, (21,) and the gunboat Rainbow, have received orders to prepare for sea with the utmost despatch. Their destination is said to be the Gulf and River St. Lawrence, where their presence may be necessary in view of the complications that are likely to grow out of the lapse of the reciprocity treaty and the fisheries question."

This was just prior to the Fenian troubles of 1866, which culminated in the battle of Ridgeway just a month later.

On April 28th another fine vessel was launched from Shickluna's shipyard, St. Catharines, making the total number of twenty-six schooners and steamers built there in five years. This vessel was a fine piece of naval architecture, measuring 143 feet over all, 26 feet beam, 11 feet hold and 460 tons burthen. She received the name of "Bessie Barwick," (alliteration here "lent its artful aid") out of compliment to the daughter of Mr. J. H. Barwick, agent for the Bank of Upper Canada at St. Catharines. Captain William Carridice had command of the new vessel.



STEAMER CITY OF TORONTO.



The propeller *Dominion*, used solely as a freight steamer from Montreal to St. Catharines, Toronto and the head of the lake, was built in this year at St. Catharines by Shickluna for S. Neelon. Her capacity was 370 tons, and she afterwards proved a most useful vessel.

Another vessel, known at first as the *Hastings*, was built in 1868 at Montreal by Cantin. Her owners were Messrs. Close and others, and her capacity was 286 tons. She had various routes on the lakes, and was re-built in 1876. She was again altered and repaired in 1890, when her name was changed to the *Eurydice*. Since then she has run from Toronto to various points on the lake.

The *Norseman*, a side wheel steamer of 422 tons, was built at Montreal in 1868 by Cantin. Gildersleeve, of Kingston, was her owner. After running from Toronto to Rochester for many seasons, she was re-built in 1891, and her name changed to *North King*.

The steamer *Rochester* ran this season from Toronto to Oswego, calling at all intermediate ports.

On Lake Huron there were few, if any, changes; indeed the season of 1868 differed but slightly from that of its immediate predecessor. The vessels employed, the routes they took, and the officers commanding them, were very nearly the same, and happily there were no serious accidents either on the lakes or river.

The season of 1868 had been a very quiet one, and its successor was quite as much so. The Royal Mail vessels ran as usual from Toronto to Montreal. The *City of Toronto* was, as she had been for so many seasons, on the Niagara route, and the usual

Collingwood to Fort William, consisted of the *Algoma*, Captain J. B. Symes, owned by Messrs. E. M. Carruthers, and the *Chizora*, Captain McLean, owned by Messrs. Milloy & Co. These vessels ran every week from port to port, calling at Owen Sound, Sault Ste. Marie, Michipicoten and intermediate ports. They carried passengers and merchandise.

The Canadian Navigation Company's Royal Mail through line continued as heretofore to run from Montreal to Hamilton, calling, of course, at all intermediate ports.

The following steamers composed the line: *Spartan*, Captain Kelly; *Kingston*, Captain Farrel; *Passport*, Captain Sinclair; *Athenian*, Captain Morley; *Corinthian*, Captain Dunlop; *Champion*, Captain Carmichael; *Ban-see*, Captain Bailey; *Union*, Captain Fairgrieve; *Abyssinian*, Captain Estes, and *Magnet*, Captain Simpson.

One of these steamers left Toronto every morning at half-past ten, and called at Charlotte, Oswego, Clayton, Alexandria Bay, Kingston, Prescott, Cornwall and Montreal, and there connected with the Richlieu Company's steamers for Quebec.

Every afternoon at two o'clock one of the above steamers, either the *Abyssinian* or *Athenian*, left Toronto for Prescott, calling at Port Hope, Cobourg and Kingston, where they connected with the river steamers for Montreal.

The propeller *Bruno*, Captain Gaskin, ran during the season between Montreal and the ports on the eastern shore of Lake Huron, calling at Kingston and Toronto for freight for Goderich, Kincardine, Port Elgin, Inverhuron and Southampton.

The *Toronto Daily Leader* of Thursday, May 5th, curtly announces, under the head-

NAME OF VESSEL.	WHERE BUILT.	YEAR.	TONS.	REMARKS.
<i>Supplementary.</i>				
A. B. Cook	Port Robinson...	1885	24	Lake tug.
Ada Alice	Port Dalhousie ..	1868	16	Lake and river tug.
W. J. Tymon	Toronto	1892	237	Formerly W. M. Alderson.
Alert	Port Robinson...	1886	49	Tug.
Arabian	Hamilton	1892	709	Freight propeller.
Armenia	Pictou	1876	127	Freight propeller.
Armenia	Chatham	1873	593	Freight propeller.
Cambria	Owen Sound	1877	404	
Canada	Hamilton	1872	392	Burned 92, rep. 93
C. H. Merritt	Chatham	1883	120	Propeller pass. and freight.
Dominion	St. Catharines...	1868	370	Freight propeller.
Eurydice	Montreal	1868	386	Formerly Hastings.
Enterprise	St. Catharines...	1864	610	{ Re-built 1881. } Freight propeller
Frank Jackman	Buffalo	1868	26	{ Re-built 1881.
Geo. Douglas	Thorold	1880	42	{ Toronto tug.
Huron	Sarnia	1875	1,250	G. T. R.
International	Sarnia	1,000	G. T. R.
Lansdowne	Detroit	1884	1,900	G. T. R.
L. Shickluna	St. Catharines...	1870	394	Freight propeller.
L. Shickluna	St. Catharines...	1878	30	Tug.
Niagara	St. Catharines...	1875	509	
Ongiara	Toronto	1885	94	Form'ly Queen City
Reliance	Deseronto	1881	265	Freight propeller.
Watertown	Kingston	1864	176	
Wales	Sarnia	1881	311	