

MacKay's Wharf:  
The story of a  
shipowning enterprise in Hamilton



by  
Ivan S. Brookes

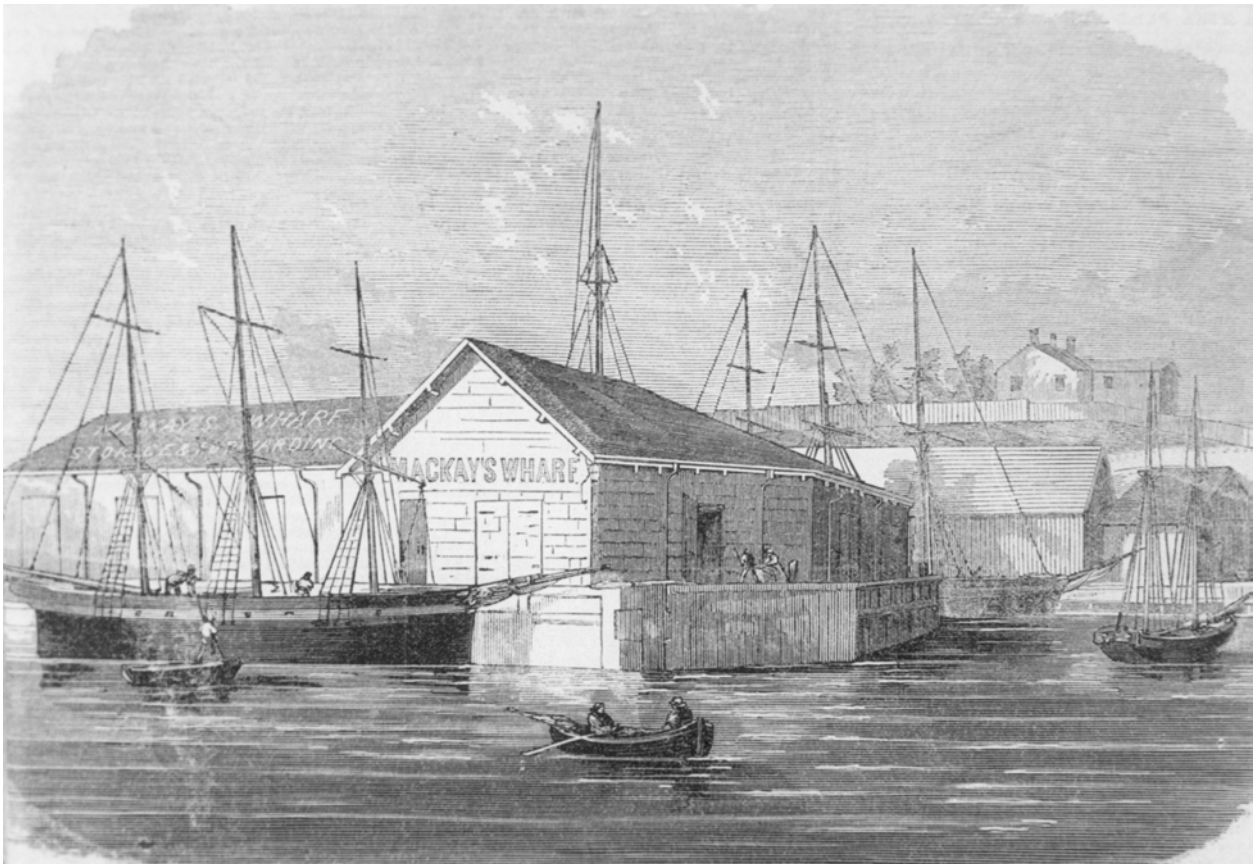
1989

## Chapter 1

### MacKay's Wharf

On the morning of Thursday, 11 February, 1864, there appeared in the Daily Spectator, the following item of news: "MacKay's Wharf -Among the many improvements recently effected in this city, there is none likely to confer greater benefits, in proportion to its extent, than the new wharf built by Mr. Aeneas D. MacKay, at the foot of James St. The construction of railways proved highly injurious to the forwarding interests and almost ruined the business; but we are glad to see that the energy of one at least has not been entirely crushed out. His enterprise in erecting a new wharf and warehouses, by far the most extensive and costly in the Province is most commendable, and shows that there are true patriots amongst us still. Mr. MacKay has invested a large amount of money in his new wharf and warehouses; he has no such fears as some of our people have manifested and seems determined to risk his all in an enterprise which we hope will turn out a profitable one.

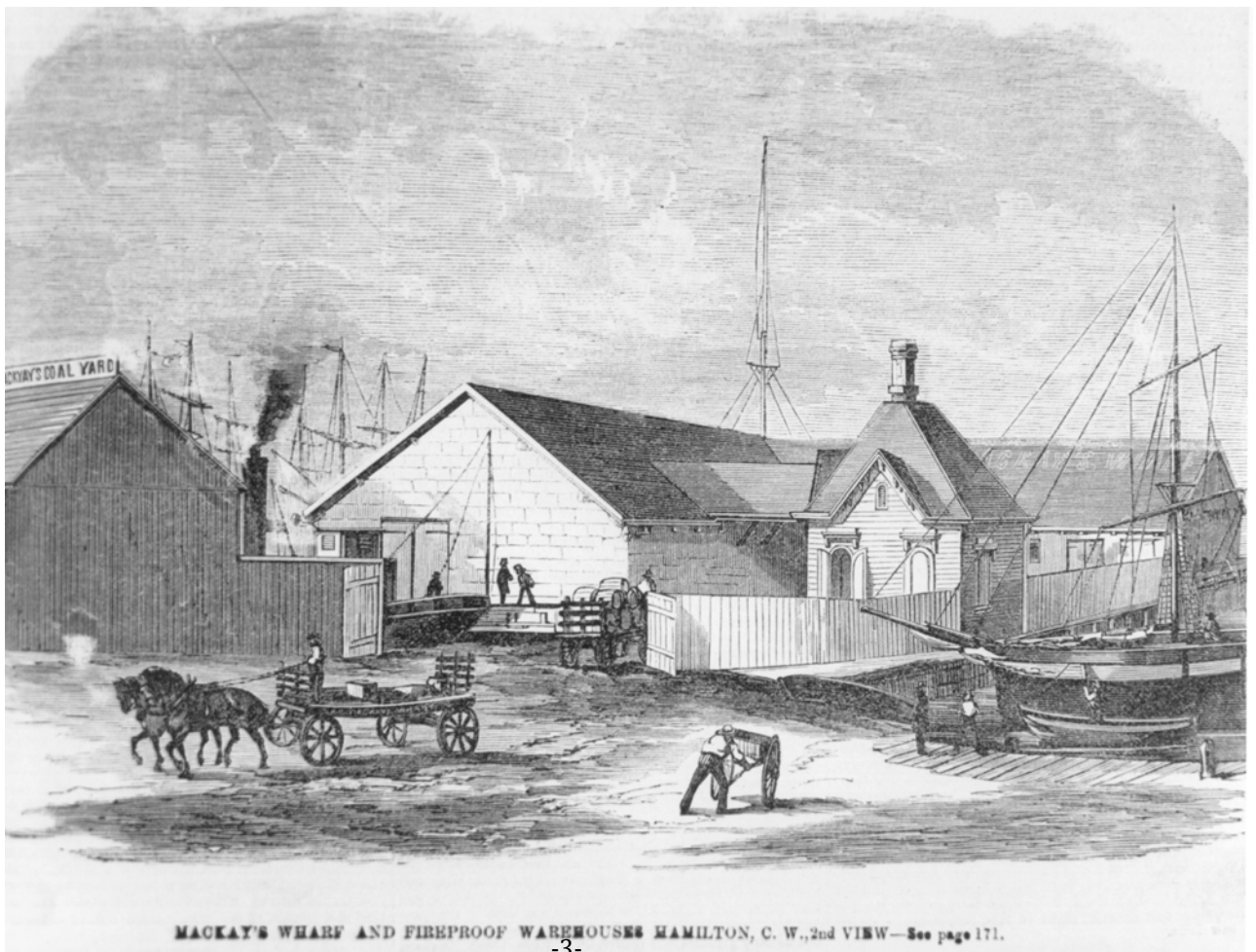
Mr. MacKay settled here in 1852, while sailing as purser on the steamer CHAMPION, Capt. A. Marshall. In 1854 he took a job as clerk with Messrs. Holcomb & Henderson, forwarders, and four years later he took over their business in Hamilton.



At first he was unsuccessful, but by energy and unwearied industry, he finally succeeded and now owns the finest wharf property in Upper Canada. The wharf is built on the site of the old one, is very commodious and is calculated to accommodate all the shipping at this port. On the wharf is erected a fireproof warehouse 200 feet in length, by 55 feet in width, with a wing 120 feet long by 50 feet in width. When we say that the warehouse is fireproof, we mean from the outside, being covered on the sides and ends with sheet-iron, and roofed so as to prevent its taking fire. The interior is lighted with gas, the lamps being hung up so as to obviate the danger of fire from lamps or lanterns being carried about. The capacity of the warehouse is ample and the arrangements complete in every respect. Without doubt there is no warehouse in Canada to equal it. There is also a large coal yard and an extra warehouse just on the shore of the Bay, to which vessels, heavily laden, can go up, the Bay having been dredged all around the wharf to 14 feet of water. On the east side of the wharf is a model office, small and compact, possessing every requisite.

There is, in fact, nothing left wanting to make MacKay's Wharf all that could possibly be desired. The buildings are all painted and they present quite an imposing appearance from the Bay. The next number of the Canadian Illustrated News, we believe, will contain views of the whole. It is gratifying to see so much spirit exhibited by one person who seems to have every confidence in the return of prosperity to the Ambitious City. It is a pity we have not a few more such enterprising men as Mr. Aeneas D. MacKay. "

The wharf referred to in this account formed the west side of the slip at the foot of James Street and was an expansion of an old wharf built originally by Daniel Charles



Gunn, one of the pioneer wharfingers of Hamilton. It had been acquired in 1850 by the long-established firm of McPherson & Crane, who had been in the forwarding business on the St. Lawrence pretty well from the beginning of the river trade between Montreal and Kingston. Their expansion into Hamilton was prompted by an eye for business.

Hamilton, by 1850 had become a boom-town owing to the construction of the Great Western Ry. and the harbour offered the only access for men and materials. The old wharf, after Gunn's occupancy, had passed into the hands of two brothers, Michael Willson Browne and Edward Browne who had been buying up much of the waterfront property. The wharf was then known as the James St. Wharf.

McPherson & Crane disposed of the James St. Wharf in 1854 and the new occupants were Messrs. Holcomb & Henderson. Their success in this venture was short-lived and on the 19 January 1858 an advertisement was placed in the paper reading "James St. Wharf and premises for rent, immediate possession, if required." It was signed by Thos. Kirkpatrick of Kingston, assignee. The year 1857 marked the beginning of one of Hamilton's worst business depressions, during which about 25% of the city's population moved elsewhere in search of work.

It was at this inauspicious moment that the name MacKay came to the attention of the public. On the 4 May 1858 an advertisement headed "Wharfage and Forwarding" was placed in the paper and read as follows: "The subscriber, having leased the James St. Wharf, recently in the occupation of Holcomb & Henderson is now prepared to receive or forward all description of merchandise and produce; and trusts that long experience in the business, strict attention thereto and moderate charges will insure for him liberal support. He is also Agent for Holcomb. Henderson & Co.'s Line of Montreal Freight Steamers. Aeneas D. MacKay. "

The new tenant of the James St. Wharf was born on 20 November 1825, at Viewhill Cottage at Golspie in the County of Sutherland, Scotland. It was decided that he should enter the legal profession, so after his elementary schooling he was sent to Inverness where he studied law in the offices of Messrs. MacTavish & MacLennan. Having completed these studies, he emigrated to Canada, where he chose to follow a career in the mercantile world. For a short while in 1849, he worked for a merchant in Chatham, C. W., before moving east to Cobourg and obtaining employment with Ebenezer Perry, who became one of three senators who resided in that town. He stayed with Perry for one year and in 1851 began his three-year stint as a Lakesman. In 1852 he had married Elizabeth Hughes who was born in 1824 at Red Wharf, Anglesea, Wales.

Aeneas set in motion the business of establishing a family, and on the 1 November Elizabeth gave birth to twins. The babies were named Robert Osborne, and Jane Berkeley. The boy survived for 60 years but the little girl died on the 14 September 1854. In 1855 a daughter, Elizabeth Maltby was born and by 1857, Aeneas had given up sailing and taken a job as clerk with Holcomb & Henderson. A second son, Aeneas Donald, was born on the 26 February 1858 but the following year, a daughter Wilhelmina Jane was born on the 22 November, but lived only 24 days.

During 1859, Aeneas advertised his forwarding and warehousing business as well as his retail coal sales and in 1860 the trade had improved to such an extent that he leased the City Wharf on the east side of the James St. Slip. This wharf had been built by the Brownes on the site of an old wharf. Aeneas even signified his intention to build a grain elevator, but this did not come to pass.

During most of the 1861 season, the steamer EUROPA lay at MacKay's Wharf, awaiting a buyer. She finally steamed away on the 12 October for Montreal. On the 29 May, the little steamer HERO, built by D. P. Lavallee, was launched beside Cook's Wharf at the foot of Bay Street.

She measured 65.7 x 13.0 x 7.0, with a gross tonnage of 35; net 21. Her owners were John Bain and Capt. Jas. Maxwell and she was placed in service from MacKay's Wharf to Oaklands and the Beach. During the summer the Wharf would become a popular place for the picnic parties and the people seeking to escape the heat of the city. Elizabeth MacKay gave birth to a daughter Maria, on the 7 July, but the baby lived but one day. They would have better luck next year.

By 1862, the business had improved sufficiently and Aeneas was in a position to enter into negotiations for the purchase of the Wharf.

The year ended on a happy note for the family when on the 28 November, another daughter, Eugenie Owen, was born.

The forwarding and warehousing was carried on in 1863 on the City Wharf and Aeneas' lease of those facilities was terminated at the end of the year. MacKay's Wharf was the scene of great activity as the piling, dredging and filling was under way, together with the building of the new warehouse.

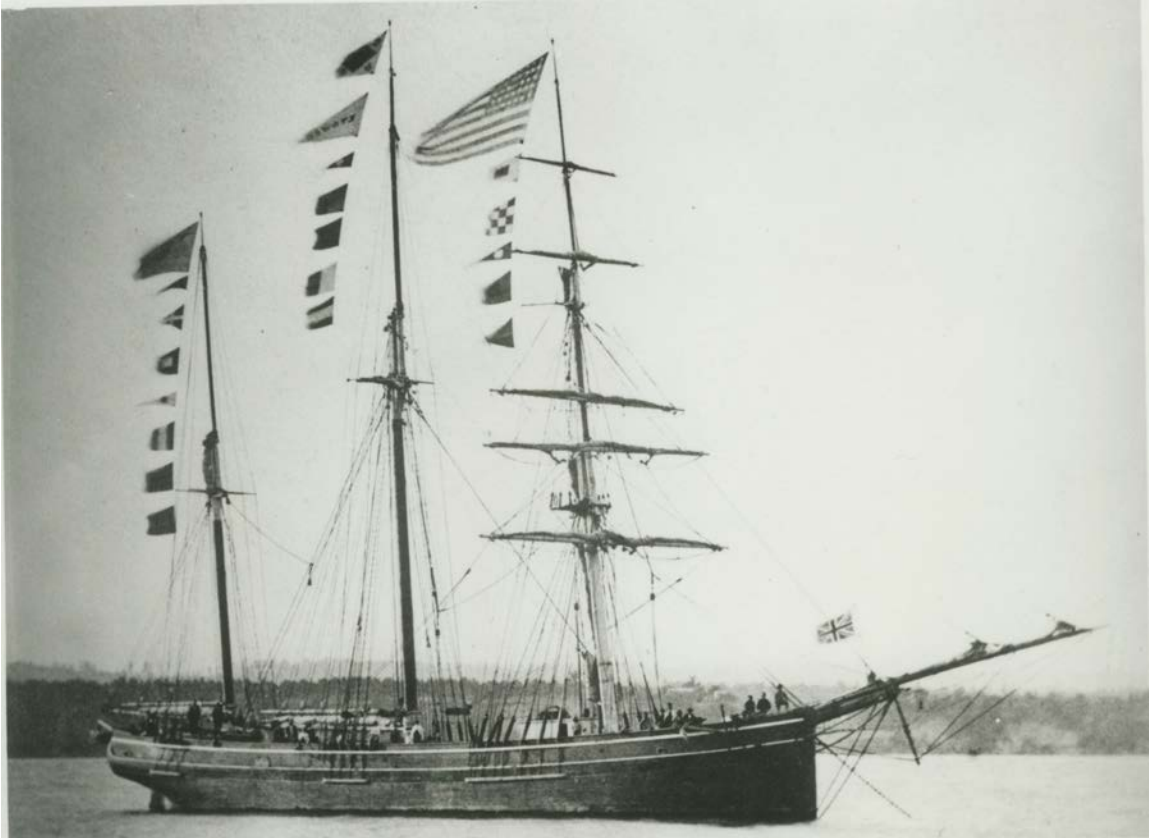
The year 1864 was indeed a notable one for Aeneas MacKay, for, in addition to the completion of his fine new wharf premises, he became a shipowner. On the 23 April it was made public that he had purchased the schooner GARIBALDI from Messrs. Killmaster & Woodward, of Port Rowan for the sum of \$9,000. This vessel had been built at Port Rowan in 1863 by Woodward and measured 123.7 x 23.7 x 9.9 with a registered tonnage of 209. Aeneas kept the schooner at least ten years but by 1877 she had passed into the hands of James Matthews, of Toronto.

On the 30 January 1864, an advertisement was placed in the Hamilton Spectator by Messrs. Cunningham, Shaw & Co., of Liverpool, announcing the establishment of a line of packets between the Lakes and Liverpool. The sailing vessels listed were the ETOWAH, RAVENNA, WIRRALITE, CRESSINGTON and the THERMUTIS. Their ports of call were given as Toronto, Hamilton and Cleveland and Aeneas MacKay was appointed agent for the line at Hamilton.

The subject of direct trade with Great Britain, had, for some years been a sore point with the editor of the Hamilton Spectator. Editors in those times were much concerned with boosting local pride in trade, commerce and industry and since their required reading included all the newspapers from towns and cities in the Province, they were aware of the state of business in other places. Most other towns were regarded as competitors at least and in the case of Toronto, downright enemies.

So it was that, back in May of 1860, the editor in Hamilton turned green with envy as he read the paper from Chatham, whose editor was rejoicing loudly in the news that a certain barkentine, named PLYMOUTH, was loading a cargo consisting of squared black walnut and oak timber, as well as West India staves, for Great Britain. The PLYMOUTH, Capt. Thos. Fleet, rated 355 tons, was registered at the port of Hamilton and was owned by Hamilton shipowners, the Rae Brothers, who hailed originally from the Orkney Isles. At the time, the Rae Bros. were contemplating placing a second vessel in the trade.

On Sunday, 4 September, the barkentine ETOWAH, Capt. Wraight, entered the harbour at 9 a. m., under a full spread of canvas. She made a reasonably good crossing



The *Etowah*

from Liverpool despite having only light winds. After unloading part of her cargo at Montreal, Capt. Burke took over as Great Lakes pilot, and brought her to Hamilton.

As a local reporter said "Our port presented a gay and animated appearance all day yesterday, in consequence of the arrival of the ETOWAH, the first of a line of traders from Liverpool. As she came to anchor off MacKay's Wharf, she was greeted by all the vessels in port hoisting their colours, which were flown all day."

The ETOWAH was built in 1863 at Cleveland by Thomas Quayle and measured 137.1 x 25.2 x 12.1 with a registered tonnage of 321. She sailed on 8 September for Cleveland and Detroit, in which ports the remainder of her cargo would be unloaded. She would then proceed to Bruce Mines, to load copper ore for Europe. On the day before her departure from Hamilton, the Board of Trade entertained Capt. Wraight, his officers, Mr. Shaw, of Liverpool and the leaders of the local business community, including Aeneas MacKay, at a dinner in the Royal Hotel. Evidently, the success of this venture met the expectations of Messrs. Cunningham, Shaw & Co. and at the end of the year, they announced their intentions of placing three vessels in the service in 1865.

Aeneas MacKay had obtained a cargo of flour for his schooner GARIBALDI and she sailed from the Great Western Railway Wharf, for Oswego, on the morning of the 7 April 1865. In so doing, she was the first vessel to leave port after the ice broke up. The first arrival was the schooner CHINA, which was towed in from Port Dalhousie by the tug

LION the previous day. The CHINA was owned by Edward Browne, of Hamilton, and had been lengthened and refitted during the winter.

At this time, Aeneas was making further additions to his waterfront facilities. A new sugar warehouse was under construction and its dimensions were 160 feet by 60 feet and it was designed to accommodate 800 hogsheads.

Cunningham, Shaw & Co. were again active in the trade and the first of their vessels with cargo for Hamilton was the WIRRALITE. She sailed from Liverpool on the 7 April and made a good crossing, being at Quebec on the 10 May. She then proceeded to Toronto, and arrived in Hamilton on 29 May. Her manifest read as follows:

For G. J. Forster & Co., wholesale grocers, at King & Charles Sts.:

250 kegs Carbonic Soda; 100 kegs Soda; 25 casks Crystals; 5 cases Borax; 2 casks Cream Tartar; 10 boxes Vitriol; 50 kegs Epsom Salts; 500 bags Rice; 10 casks Lump Alum; 50 kegs Saltpetre; 10 bbls Green Coperas; 50 bbls Whiting and 100 bbls Pickles.

For J. & A. Turner, wholesale grocers, Hughson St., bet. King and Main: 100 bags Rice; 50 bbls. Beer; 5 bbls. Saltpetre; 3 bbls. Sulphur;

2 cases Blacking; 10 casks Soda Crystal and 2 casks Blue.

For Harvey, Stuart & Co., wholesale grocers, King St. East, nr. Hughson: 90 bags Rice and 30 bbls. Currants.

For Brown, Gillespie & Co., wholesale grocers, King & James Sts.:

50 bbls. Currants, 5 cases Figs and 5 bbls. Sulphur Flour.



For Wood & Leggat, wholesale hardware, King St., east of Hughson:  
74 bundles Iron, 6 bundles Wire and 3 casks Nails.

For J. Wheatley, of Sarnia, 6 crates Merchandise.

For J. Greening, of Dundas, wire-maker, 3 casks Wire.

The barkentine WIRRALITE, Capt. Jones, cleared for Detroit, from which port she would return to Liverpool. She was expected to make a return voyage to the Lakes later in the summer.

This evidence of trading activity and improvements to the warehousing on MacKay's Wharf was proof of Aeneas' shrewd and energetic attention to the requirements of his clients. This is specially brought to mind when one looks at the number of Insolvency Notices published in the daily press, not only in Hamilton, but all across the Province. One local firm of vessel-owners, Thomas & R. H. Rae, trading under the title of Rae Bros. & Co., fell by the wayside. The creditors were summoned to a meeting on 6 June, by Fred. M. Willson, official assignee.

A prominent advertisement appeared in the Hamilton Spectator on 23 June, announcing daily steamer service between Hamilton and Toronto to be provided by the sidewheel steamer BANSHEE, Capt. Thomas Harbottle, sailing from MacKay's Wharf. This new service was to commence on 27 June, with departure at 8 a. m. for Toronto, to connect with trains of the Grand Trunk Ry, east and west. She would return in the afternoon, in time for the Great Western Ry. evening trains. The BANSHEE was built in 1855 at Portsmouth by George N. Ault and measured 173.5 x 24.6 x 9.3; her gross tonnage was 294. Her single cylinder beam engine had a bore of 40" and a stroke of 132" and was built by Ward's Eagle Foundry in Montreal. Her owner was Wm. Bowen, of Kingston.

The fact that Aeneas was able to keep his schooner GARIBALDI gainfully employed, is born out by the following manifest, when she berthed at MacKay's Wharf on the 19 July, from Oswego:

54 hogsheads sugar for Brown, Gillespie & Co.

1 tierce rice for A. Robb.

500 boxes herrings for Harvey, Stuart & Co.

6 bbls. glassware for J. Winer & Co.

2 kegs balsam " "

1 bale corks " "

112 tons coal for the Great Western Railway

100 bbls, water lime for Thomas Myles

50 bbls. " " for Jas. Coleman, of Dundas

50 bbls. " " for John McDonald, of Galt

8 bbls. plaster for Adam Hope & Co., of London

15 bbls. rossin for J. Massey & Co., of Guelph

On Monday, 18 September, Cunningham, Shaw & Company's barkentine THERMUTIS berthed at MacKay's Wharf with 310 tons of general cargo including rock salt, iron, steel, crockery, rice and currants, consigned to five different Hamilton firms. The THERMUTIS, Capt. Chas. Gale, had a bad crossing, having sailed from Liverpool



on 20 July and being thereafter cursed with head winds and heavy seas. Other vessels in this service were the ETOWAH, WIRRALITE and WAVERTREE.

Aeneas increased his property holdings this year, when he purchased Lots 6 & 7, of Block 11, from Messrs. Carpenter and Burton, et al, thus gaining possession of the east half of the block bounded by James, Burlington and MacNab Streets.

The year 1866 was not particularly eventful from the standpoint of shipping, but there were other things which took up considerable space in the press. There was much excitement emanating from the oil fields around Oil Springs and Bothwell; the Treaty of Reciprocity with the United States expired on the 17 March; but most disturbing to everyone was the threat of trouble along the border, which was being stirred up by the Fenians.

The sidewheel steamer OSPREY made her appearance in Hamilton and on the 23 July she sailed from MacKay's Wharf to Queenston with an excursion sponsored by F. G. Beckett & Co., engine builders, whose extensive plant was located on James St. North, at Simcoe St. The OSPREY departed at 7 a. m. amid the happy babble of her passengers and the blare of a brass band.

This vessel was built in 1863 at Sorel by D. & J. McCarthy, who completed her in August of that year. Her dimensions were 174. 7 x 31. 9 x 11. 3; Gross tonnage 966; net 789. Her owner was Thos. Kirby, of Montreal.

The one notable event in the annals of the MacKay family, was the birth, on 15 January 1866, of a son Adam Brown, who would grow up to become one of the best-known figures in Great Lakes shipping circles.

Among the advertisements heralding the opening of the 1867 shipping season was one placed by Aeneas MacKay. It was headed "Freight & Passenger Line, from Montreal to Kingston, Toronto, Hamilton and St. Catharines" and it listed the following vessels; OSPREY, Capt. Smith, AMERICA, Capt. Moore, BRANTFORD, Capt. Hanna, CITY OF LONDON, Capt. Pollock, and a new vessel now under construction at Hamilton, for Capt. John Malcolmson. Of these vessels, the OSPREY was the only sidewheeler. The others were propellers, or, as we say nowadays, screw steamers. The AMERICA was built in 1863 at St. Catharines by Louis Shickluna, for James Norris, and measured 134.0 x 23.8 x 10.8; Gross 636 tons; net 418.

The BRANTFORD was built in 1850 at St. Catharines by Shickluna for Holcomb & Henderson. Her dimensions were 153.5 x 23.6 x 9.7, with a gross tonnage of 341; net 226 (old measurement). The CITY OF LONDON was another Shickluna product, completed in 1866 and very similar to the AMERICA.

Aeneas MacKay's principal competitor in the general cargo trade was another Scotsman by the name of John Proctor, who was doing business on the Commercial Wharf, just to the west of MacKay's Wharf. Proctor was agent for Jaques, Tracy & Co., of Montreal, who, together with the Chaffeys, of Kingston and Toronto, were operating seven steamers on the line to Montreal, as well as the larger MERRITT and HER MAJESTY, from Montreal to the Gulf Ports and Halifax.

An advertisement was placed in the paper on the 17 April, by Aeneas for the CITY OF LONDON, sailing on or about the 5 May for Welland Canal ports, Port Dover, Port Ryerse, Port Burwell, Port Bruce and Pt. Stanley.

Wednesday, 1 May 1867, was a gala day on the Hamilton waterfront, a day of great importance to the Mackays, the Malcolmsons, and Great Lakes shipping in general. At



*Acadia* (Ontario Archives collection)

3:30 p. m., the composite-hulled propeller ACADIA was successfully launched from the shipyard alongside Zealand's Wharf, amid the cheers of crowds of people who jammed the wharves and the bluff along the shore. The ACADIA was Christened by Mrs. Elizabeth MacKay, under the watchful and, no doubt, apprehensive eyes of Capt.n John Malcolmson, owner. Capt. John was also the builder of this vessel, having served his time in various shipyards, as a ship-carpenter, before becoming a deck officer. He was, in all probability assisted in his labours by A. M. Robertson, who operated the shipyard until his death in 1892.

The ACADIA measured 135.8 x 24.6 x 7.0; with a gross tonnage of 439; net 364. Her low-pressure engine, 32 x 32, was supplied by F. G. Beckett & Co., of Hamilton. Her return-tube boiler was 17 feet long and 8 feet in diameter. The shafts, engine frame and bed, as well as the iron for the boiler were imported from England. All the vessel's framing, hold stanchions and hatch coamings were iron.

On Friday night, 3 May, the schooner QUEEN OF THE LAKES, owned by John Riley, of St. Catharines, bound for Hamilton, with 400 tons of coal for Aeneas MacKay, went ashore on the Beach, 2 miles south of the Canal. She was abandoned to the underwriters and a week later Mr. Tallman, of Hamilton, had his salvage gear aboard. Most of the coal was lost.

Aeneas, having had some time to look over the steamer OSPREY, and assess her capabilities, decided to purchase her. On the 8 June he placed an advertisement in the paper for a cruise by the OSPREY, on or about 18 June, for Pictou and Halifax. She would cruise the Saguenay River both going, and returning. Capt. W. Smith was in command.

During 1868, Aeneas had acted as agent for The Old Oswego Line, of which E. M. Fort & Co., of Oswego were the proprietors, and this connection was continued in 1869. The service was advertised as a "Cheap and Reliable Freight Line" between New York and Hamilton.

On the Montreal service, Aeneas MacKay was now associated with H. W. Ireland, of Montreal, S. F. Holcomb, of Toronto, Norris & Neelon, of St. Catharines and this syndicate now called themselves the "Merchants Line". Vessels placed on the run were the OSPREY, Capt. W. Smith, AMERICA, Capt. Moore, BRANTFORD, Capt. Hanna, ACADIA, Capt. John Malcolmson, and the DOMINION, Capt. McMaugh. This last-named propeller was built in 1868 at St. Catharines by Louis Shickluna, for Capt. Sylvester Neelon, and measured 137.0 x 23.4 x 11.4; Gross 601; Net 376 tons.

The agent for the Merchants Line at Montreal was changed in 1869 to Peterson, Coquillette & Co. and in the fleet, Capt. Taylor replaced Smith on the OSPREY, while Capt. Vaughan replaced Hanna on the Brantford.

During the winter of 1868/69, Aeneas had replaced the piling and all the old timbers in his No. 2 Wharf, along the shore in front of the coal and sugar sheds. This practice of plowing some of the profits back into the business was the indication that Aeneas was an astute and careful business-man. Further indication of these characteristics came to the fore when, on Friday, 23 July, he sent the OSPREY out on a moonlight excursion to Oakville, complete with an orchestra for the dancers. One fact to be born in mind was, that the OSPREY was the only sidewheeler in the Merchants Line and may have been having trouble keeping up with the propellers which were much better suited for the package freight trade. In July of 1868, she had been sent up to Dundas for boiler repairs, and in 1869, Aeneas advertised her as being available for charter on Lake Ontario.

Since acquiring the wharves and adjoining property on the bluff, the MacKay family had resided in a house at the north-west corner of James and Burlington, a site now occupied by the Harbour Commission office building. They called the house Reay Lodge. The name Reay is familiar to anyone who has read the Clan MacKay history.

The steamer OSPREY received some publicity on the 19 April, 1870, when this account appeared in the Spectators "The OSPREY - this fine vessel is now being thoroughly overhauled and refitted. In addition to its handsome outside appearance, with the fine mouldings and other ornamental work, the inside claims special notice. The boilers and other parts of the machinery which require it, have been repainted and otherwise renovated. On ascending to the upper saloon, a great change for the better will at once be observed, at least by those who knew the vessel last summer. New carpets, of a superior make and gay appearance, have been laid the entire length of the saloon and the doors of the staterooms have been most beautifully ingrained and embellished. The cabin is painted a marble white colour and this, in conjunction with the finished and chaste appearance of the other improvements in this part of the vessel gives the visitor, or passenger a most pleasing surprise. The galley which, as in other steamers was below decks, has been relocated to the saloon deck, but is so entirely shut-off, that no

annoyance will be caused either by the heat, or by the smell of the cooking. All in all, the OSPREY will bear favourable comparison with any of the regular Mail Line."

The Merchants Line having decided to expand its interests beyond Lake Ontario, Aeneas, on the 25 April 1870, made it known that he was soliciting cargo for the ACADIA, sailing for the Upper Lakes on or about the 4 May. The ports of call listed, were Port Dover, Amherstburg, Windsor, Sarnia, Goderich, Kincardine, Owen Sound and Meaford.

Again, on the 16 May, he placed an advertisement for the propeller EAST, Capt. Zealand, sailing under the Merchants Line banner, for Lake Erie ports, Goderich, Kincardine and Port Elgin. She was to call at Hamilton about the 20 May. This vessel had been built at Montreal in 1864 by Augustin Cantin.

In July 1870, Aeneas was seeking cargo for the propeller MARY WARD, Capt. Kennedy, for Lake Erie, Lake Huron, and Georgian Bay ports, including Bruce Mines. This vessel was originally named NORTH, and was a sister-ship of the EAST, being built by Cantin at Montreal in 1864. She had later burned and was rebuilt at Detroit in 1870, when she was renamed. She became a total loss in 1872, after stranding near Thornbury.

The OSPREY arrived in Montreal on the 28 April, 1871 and was the first arrival from the Lakes. General cargo amounting to 300 tons awaited her at Montreal. The Merchants Line had dispatched the ACADIA to Chicago, as soon as the Welland Canal opened, and she took on a full cargo of flour, for St. Catharines.

With the continuing success of the Merchants Line and its expansion into the Upper Lakes, came the demand for additional tonnage. More vessels were being brought into the fleet and during this particular period, from 1870 to 1875, shipbuilders at Kingston, Hamilton, Port Dalhousie, St. Catharines, Port Robinson and Chatham were busy with contracts for new vessels.

The opening-up of the great American West, and the extension of railroads across that vast land, was creating much work for Great Lakes vessels. Millions of bushels of corn and other grains had to be moved eastward, as did thousands of tons of pork from Chicago's packing houses. Chicago and Milwaukee seemed the likeliest places for a vessel to pick up a profitable cargo.

Aeneas MacKay was well aware that his old sidewheeler OSPREY was not the type of tonnage required in these new trades, and during 1871 he promoted, with enthusiasm and persistence, the idea of establishing a shipping company in Hamilton, which could participate with new vessels. In this he was successful. The new organization was called the Lake & River Steamship Company and the officers were, Adam Hope, president, John Harvey, sec. treas., John Crerar, solicitor and Aeneas D. MacKay, manager. Contracts were let for three propellers of the standard Welland Canal dimensions, two to Melancthon Simpson, whose yard was at Lock 5, in St. Catharines, and one to S. Andrews, Port Dalhousie.

On 25 April 1872, the first of these new propellers was launched at Simpson's shipyard in St. Catharines, and named LAKE MICHIGAN. The Hamilton Spectator made note of the event in the following day's issue, with a dismally brief account that mentioned no names - no name of the builder, no names of interested people in attendance and not even the fact that she was built for a new Hamilton company.

They were obviously taken to task for this display of ignorance, for, when the next hull was launched, the event was covered to the extent of almost one full column. On

Wednesday, 19 June, 1872, this account was published; "Lake & River Steamship Company - Launch of the LAKE ONTARIO - It is not perhaps generally known that Hamilton is the headquarters of a new steamship company which gives promise of being extensively heard of at no distant day. The company has been formed within the last few months, and has already put afloat two splendid propellers, the second of which was launched yesterday at Port Dalhousie. The morning train yesterday took down a large party from this city to witness the launch. Among those present were the following gentlemen; Adam Hope, pres. of the company, Aeneas D. MacKay, manager, John Harvey, secretary-treasurer, John Crerar, solicitor, John Brown, Thos. Saunders, Chas. J. Hope, Robert Osborne, Alex. Turner, John McPherson, Capt. John B. Fairgrieve, Hugh Fairgrieve, William Turnbull, William Muir, John McKeown, and others. A number of ladies also accompanied the party. The company's first-built propeller, the LAKE MICHIGAN was waiting at St. Catharines to receive the party and make her trial trip with them to Hamilton." The launch, originally scheduled for 2 p. m., was postponed until 5 p. m. so the party was conveyed to the Welland House for lunch, and were later given a tour of the city of St. Catharines. Shortly before 4 p. m., they boarded the LAKE MICHIGAN and within the hour, they disembarked at Andrews' shipyard at Port Dalhousie. The report continues; "The steamer about to be launched, and which, at the proper moment was christened LAKE ONTARIO, was gaily decorated with flags and streamers. The builder,

Mr. Andrews, was busily engaged, attending to the preliminaries, and soon after the arrival of the company, the preparations were complete. Meanwhile, however, the visitors flocked on board the vessel and inspected, with pleasure, the substantial and beautiful workmanship.

Though intended chiefly for freight, both vessels have upper cabins tastefully fitted out for the accommodation of a considerable number of passengers. "

The reporter then went into some detail as to the method of preparing a hull for side-launching, and informed his readers that the honour of christening the vessel went to Eugenie Owen MacKay, the 10 year old daughter of the manager of the Line. Though his terminology was that of a land-lubber, he did succeed in giving a fairly graphic description of the actual launching, good enough, in fact, to bring back to this writer memories of such happy events at Collingwood and Midland in more recent times. He recalled to mind the chorus of the sledge hammers, the final rally before the hull was left to sit on the ways, restrained only by two stout lines, fore and aft, for the few seconds that it took the sponsor to get a firm grip on the bottle and to take aim at the stem of the vessel; then, as the bottle broke and glass tinkled down onto the timbers below came the shout from a hundred throats "There She Goes"; then that short rapid slide side-ways toward the water, the lazy outward roll as she came off the end and dropped with a resounding splash into her native element. And there she lay, rolling gently, the air filled with cheers and the hysterical shrieking of tug-boat whistles. The show was over. The crowds could make their way home while some of the chosen guests gathered in Mr. Andrews' office while that gentleman uncorked a couple of bottles, for a few quick toasts.

The final ceremony of this memorable day took place on the Lake as the LAKE MICHIGAN steamed toward Hamilton. Capt. Larkin had seen to it that none of his passengers would go hungry or thirsty, and since the chief engineer had no intention of

running his new engine up to speed, the voyage gave ample time for dining and wining, and for many toasts and responses thereto. At 1 a. m. next morning, the LAKE MICHIGAN tied up at MacKay's Wharf. She would tie-up there many more times.

The LAKE MICHIGAN measured 136.0 x 23.9 x 6.6; Gross 588; Net 365.

The LAKE ONTARIO measured 136.8 x 23.8 x 7.6; Gross 675; Net 411.

Each vessel was fitted with a low-pressure engine 34x34 built by Thos. Wilson & Co., of Dundas, who had taken over the Dundas Foundry formerly operated by John Gartshore.

The third vessel ordered by the Lake & River Steamship Co. was launched by Melancthon Simpson, at St. Catharines, on the 22 May 1873.

The sponsor of this vessel was Miss Blain, daughter of Richard Blain, of Galt, a successful miller, who subsequently became president of the Lake & River Steamship Co., and at a later date, mayor of Galt. Among those present at this event were Adam Hope, Aeneas MacKay and Capt. P. Larkin, of St. Catharines, who had been named marine superintendent of the company. The launching took place shortly after 2 p. m. and the official party downed a champagne lunch on board the new steamer before boarding the 5 p.m. train for Hamilton. The dimensions of the LAKE ERIE were 136.0 x 23.4 x 7.4; Gross 427; net 347. Her engine was the same as those fitted in her sister-ships, by T. Wilson & Co.

The services of the Lake & River Steamship Company called for the placing of 7 additional vessels on the lines, as well as the three built for the company. These extra vessels included the OSPREY, which was restricted to the Montreal-Lake Ontario line, and the CALABRIA, which was rebuilt from the old BRANTFORD, at Pt. Dalhousie in 1873. She belonged to D. Butters & Co., who also contributed the CALIFORNIA, a new vessel, launched on the 11 June at A. M. Robertson's shipyard in Hamilton.

Capt. John B. Fairgrieve, of Hamilton, placed his two propellers in the service, the CANADA, built in 1872, and the COLUMBIA, which was launched on the 22 April 1873. Both these vessels were built by A. M. Robertson, at Hamilton. The last two vessels in the fleet were the DROMEDARY and the CITY OF CHATHAM. Unfortunately, the last-named propeller was burned on the 3 June 1873, while berthed at the Great Western Ry. Wharf in Hamilton. The DROMEDARY was built in 1868 at Port Dalhousie by Andrews, for David Steele, of Hamilton, with financial assistance from D. Butters & Co., of Montreal. The engine for this vessel was supplied by F. G. Beckett & Co., of Hamilton. The newer tonnage in the fleet was favoured for the Montreal-Chicago service.

Not to be outdone by his fellow-members of the ship-owning fraternity in Hamilton, Aeneas gave A. M. Robertson an order to build a propeller. During the winter of 1873/74, work progressed on this vessel and by the 5 May 1874, she was ready for launching. The happy event took place at 3:30 p. m. that day, before an immense crowd, and the vessel was named CELTIC, by Miss Elizabeth Maltby MacKay. At Hamilton, new hulls were launched stern-first, due to the narrow frontage of Robertson's yard, and besides, the harbour offered a very great expanse of water. At shipyards located on narrow waterways, side-launches were essential. When the CELTIC left the ways, her momentum carried her quite a distance out into the harbour, and when she came to rest, the steamer CORINTHIAN took her in tow. She was then moved back to the yard for the final fitting-out.

Similar to her contemporaries in most respects, the CELTIC measured 131.0 x 21.0 x 14.7, with a gross tonnage of 698 and net 440. Her low pressure engine was 34 x 34 and was built by Thos. Wilson & Co., Dundas, being the ninth engine of this type supplied by Wilson in three years. Steam was generated in a return-tube boiler having three fires. The cost of this vessel was \$48,000. and the mortgage was held by Capt. John B. Fairgrieve.

When the CELTIC was safely returned to the yard, the launching party adjourned to the carpenter shop, where a lunch was served. This was, of course, accompanied by the usual succession of toasts and responses. Toasts were given to: The Queen, The Governor-General, Mr. MacKay, Mr. Robertson, The Press, Capt. Sinclair, Thos. Wilson & Co., Mr. Blain, of Galt, Mr. Abbey, of Pt. Robinson, Mr. Adam Hope, Capt. P. Larkin and finally, The Ladies. With this, the party ended and the carriages wended their way up the dusty hill, toward their respective destinations.

In 1875, the Merchants Line and the Lake & River Steamship Co. joined forces, and on 8 April, an advertisement listing the vessels, services and agents, was published. Nine propellers were assigned to the daily freight and passenger run from Montreal to Lake Ontario ports and St. Catharines. These were the CELTIC, CANADA, CALABRIA, DROMEDARY, DOMINION, LAKE ERIE, LAKE MICHIGAN, PERSIA and PRUSSIA.

The agents were: at Montreal and Toronto, G. E. Jaques & Co.; at Prescott, R. McCarthy & Co.; at Kingston, J. Swift & Co.; at Hamilton, A. D. MacKay and Capt. J. B. Fairgrieve, and at St. Catharines, Jas. Norris, Sylvester Neelon, J. Graham and Capt. P. Larkin.

Tri-weekly freight and passenger service to Chicago, Fort William and Duluth was to be provided by the ASIA, ARGYLE, COLUMBIA, CALIFORNIA, EUROPE, LAKE ONTARIO, OCEAN, SOVEREIGN and SCOTIA. The agents for this Upper Lakes business were: John L. Ranney (eastbound freight) and Philip Wadsworth (westbound freight & passengers), both at Chicago; at Milwaukee, John L. Ranney; C. K. Dickson & Co., at Detroit; E. R. Williams & Co., at Toledo; G. W. Girdlestone at Windsor and W. J. Keays, at Sarnia.

Passenger and cargo service from Montreal to Hamilton were being offered not only by the combined lines mentioned above, but also by the Richelieu & Ontario Navigation Co., with their sidewheel steamers, as well as the Western Express Line and the Dominion Line. The Western Express Line consisted of the propellers ACADIA, AFRICA, ALMA MUNRO, ARMENIA, GEORGIAN, BRUNO, CUBA, D. R. VAN ALLEN, CITY OF ST. CATHARINES, ZEALAND and L. SHICKLUNA. The Dominion Line was running the AMERICA, BRISTOL, CITY OF MONTREAL, EAST and R. W. STANDLY. Whether all this enthusiasm was wise, remained to be seen. Some of the trunk-line railroads in the U. S. had driven the rate on eastbound grain to a rather low point, but were now suffering from a general shortage of rolling stock. The price of Scotch pig iron had dropped, which would be good for the up-trade out of Montreal while cutting down on the tonnage of that commodity shipped from Cleveland and Rochester. One particularly bright spot in the westbound picture was the expected movement of rails for the Canadian Pacific Ry. construction in the western provinces. Many vessels did, in fact, make very good profits in this trade, since the C. P. R. took ten years to tie their east and west systems together, through Northern Ontario. There were plenty of cargoes of

flour awaiting shipment in Lake Ontario ports, but the grain trade in those ports was not so promising. It was believed that farmers were holding their grain, for better prices.

Trade in the year 1876 was somewhat disappointing to the vessel-owners but as far as Hamilton was concerned, there was a note of optimism in the air. The Hamilton & Northwestern Railway was under construction and would ultimately reach Allandale and a branch from Beeton to Collingwood was completed in 1878. As successive sections of this line were opened to traffic, farm and forest products were moved southward and created cargoes for shipment out of Hamilton.

This new development was something that Aeneas MacKay would not live to see, for as the year's end approached, he was taken ill. In the spring of 1877, navigation opened at Hamilton on the 13 April, when the schooner ORIENTAL, Capt. Campbell, from Kingston, had the honour of being the first vessel to pass the new H. & N. W. Ry. swing bridge over the Burlington Canal. By the end of that month, most harbours were open and those vessels that were lucky enough to secure cargoes were under way.

Aeneas MacKay's condition had worsened during the winter and he died on the 14 May 1877, in the presence of his wife and family. The funeral cortege was a lengthy one, and as it moved slowly up James St. and then made its way out York St. to the cemetery on Burlington Heights, the silence was broken only by the horses' hooves and the carriage wheels on the stones of the streets. Later a red granite monument was erected to mark the family plot facing down the harbour toward MacKay's Wharf.



## CHAPTER 2

### The Estate of Aeneas D. MacKay

Aeneas had decreed that his estate could not be settled until the youngest member of the family reached the age of twenty-one.

This placed the operation of the business in the hands of his widow, Elizabeth, and the eldest son, Robert Osborne, now 2b years of age. R. O. attended public school in Hamilton and was then sent to Dr. Tassie's private school in Galt, after which he returned home and business training began in the little office on MacKay's Wharf.

During 1877, the Hamilton Street Railway, which had begun operating horse-cars in 1874, extended their lines down James St. North, to MacKay's Wharf. This was sufficient inducement for the operators of the sidewheel steamer PRINCE ARTHUR to seek and obtain, berthing privileges at MacKay's Wharf. The steamer was plying to Oaklands and the Beach.

R. O. and Elizabeth did not have an easy time in their first year of managing the business. Although they evidently kept the propeller CELTIC employed, their investment in the Lake & River Steamship Co. was not paying too handsome a dividend. The propellers LAKE MICHIGAN and LAKE ONTARIO were not fitted-out until the end of August, when they were sent up to Detroit. At that port, on the 8 September, they loaded wheat for Montreal at a miserable 9 cents per bushel.

In March, when all were more concerned with Aeneas' illness, someone managed to get into the bonded warehouse and steal some merchandise, including a few casks of brandy. Two of the casks were later retrieved from their hiding-place under Myles' Coal dock, but the aggravation of this affair dragged on for most of the season.

During the summer of 1878, the steamer PRINCE ARTHUR again used MacKay's Wharf as her point of departure for trips to the Beach and for excursions to Grimsby Beach, Niagara and Queenston. This vessel, managed by R. G. Lunt, of Toronto, was originally the OLIVE, built in 1865 at Carleton, N. B. by George Fleming & Sons, for Enoch Lunt. She measured 161.0 x 23.6 x 8.3; Gross 545; Net 343; and she had two unmatched engines, one condensing 28x72, and one non-condensing 22x72, both built by Geo. Fleming & Sons. She was renamed PRINCE ARTHUR in 1876.

When the season ended, the propellers LAKE ERIE, LAKE MICHIGAN, LAKE ONTARIO and CELTIC were laid up at MacKay's Wharf. Of these, the LAKE ERIE was the first one out when she sailed from Hamilton on the 6 May, 1879. The MacKays were successful in their bid for the Lighthouse Supply charter and the CELTIC was advertised to leave from Montreal, on or about the 30 June. Capt. Cavers was in command and the voyage would end at Fort William. Passengers and freight were solicited.

In July 1879, R. O. MacKay was involved in some litigation regarding the James St. Slip. The steamers PRINCE ARTHUR and FLORENCE both had berthing privileges at MacKay's Wharf, using the slip, which was only 68 feet wide. The owners of two small steamers, the ECLIPSE and the DENNIS BOWEN operating on the Bay found that their

competitors were getting more business from the Hamilton Street Railway. They applied for permission, from City Council, to moor a floating landing in the slip, and the Council, without considering the consequences, granted said permission. Subsequently, a scow, 45 feet long, was brought into the slip and chained to an iron spike, driven into the end of the roadway. The scow proved to be an obstruction to navigation, especially to MacKay vessels attempting to berth at the old James St. Wharf, on the east side of the slip. This wharf had been acquired by Aeneas MacKay, several years previously, and was used for coal, pig iron, and other bulk commodities. When R. O. tried to remove the mooring, he was prevented from doing so by Capt. McMeekin, of the ECLIPSE. R. O. then sought legal assistance, and the Police Magistrate ordered the obstruction removed.

Another interesting vessel was using MacKay's Wharf at this time -the SOUTHERN BELLE - which was making twice-daily trips to Toronto. This steamer was the former ROTHESAY CASTLE, built at Renfrew in 1861 by Wm. Simons & Co. for service on the Clyde. In 1863 she was sold for service as a Confederate States blockade-runner and made at least two successful runs into Charleston. S. C. in 1864. On 3 October 1865, she arrived in Halifax and the following year, was brought to Lake Ontario.

On the 17 August 1875. when approaching Toronto by way of the Eastern Gap, she ran on the boiler of the wrecked steamer MONARCH and sank. She was raised and rebuilt and in April 1876, was renamed SOUTHERN BELLE.

She was an iron-hulled sidewheel steamer measuring 191.0 x 18.9 x 8.4 with tonnages of 427 gross and 162 net. She had two oscillating engines 40x52 inches, built by Wm. Simons & Co., driving wheels of the Clyde River feathering type. She was managed by David S. Keith, of Toronto.

Business in 1879 was showing a definite improvement and the propellers of the Lake & River Steamship Co. were active. In August the LAKE ONTARIO had delivered 100 tons of rails at St. Catharines, for that city's new street railway, and in November, she had loaded a full cargo of grain, flour and apples at the Hamilton & North Western Ry. wharf, for Montreal. She was followed by the LAKE MICHIGAN, which took on 1,000 bbls. of apples at the same wharf. Good news for all vessel- owners was the Government's decision to build a new Welland Canal and increasing interest in the trade between Chicago, Milwaukee and Collingwood was beginning to attract their attention.

In 1880, the propeller LAKE ERIE, of the Lake & River Steamship Co., as well as Capt. Fairgrieve's CANADA and COLUMBIA were placed on the Georgian Bay Transportation Company's service between Collingwood and Chicago. The captains appointed to these vessels were, respectively, Johnston, Kish and Malcolmson.

The propeller CELTIC, Capt. Vaughan, arrived in Hamilton on Sunday, 23 May 1880 with general cargo from Montreal and Oswego, including 4,000 kegs of nails for Messrs. Wood & Leggatt, wholesale hardware merchants. This was the largest single shipment of nails ever loaded at Montreal. Passenger vessels using MacKay's Wharf this season, were the SOUTHERN BELLE, for Toronto, and the GENEVA and ECLIPSE, for the Beach and Oaklands. A special Civic Holiday excursion by the steamer EMPRESS OF INDIA sailed from MacKay's Wharf on the 18 August, under the sponsorship of the Committee of Management of Christs Church Cathedral. Queenston Heights was the destination.

Two Hamilton-owned vessels were lost on Lake Ontario in 1880. The schooner NORTHMAN, owned by shipbuilder A. M. Robertson, and built by him 1876, foundered on or about the 16 April after sailing from Port Dalhousie with a cargo of corn for

Kingston. Eight lives were lost. In November the propeller ZEALAND went missing and on the 9th of that month, word was received that her yawl-boat and a number of barrels of flour were sighted by a schooner heading for Oswego.

Capt. Edward Zealand and 16 or 18 men went down with her. She had been rebuilt from the burned CITY OF CHATHAM, in 1875 by A. M. Robertson.

In April 1881, the CELTIC, Capt. Thos. A. Green, was advertised for the Montreal-Chicago service together with the Merchants Line propellers OCEAN, Capt. A. McMaugh and PRUSSIA, Capt. E. Wright. The vessels of the Lake & River Steamship Co. were sailing under the banner of the Western Express Line. The appointments were: LAKE ERIE, Capt. Johnston, LAKE MICHIGAN, Capt. Wood and LAKE ONTARIO, Capt. Williams.

Capt. John B. Fairgrieve's propeller COLUMBIA shifted her grain cargo and foundered off Frankfort, Mich. on the night of 10 September, while on her way from Chicago to Collingwood. She was operating in the New England Transportation Line, in which the Fairgrieve brothers had an interest. Capt. Jas. B. Malcolmson and his son, 1st Mate Robt. Malcolmson, of the St. Catharines branch of that lake-faring family, were lost together with 13 other persons. There were 7 survivors.

The next bad news emanating from Lake Michigan directly concerned the MacKays and the Lake & River Steamship Co. Their propeller LAKE ERIE, also operating in the New England Transportation Line, had left Chicago for Collingwood in company with the steamer NORTHERN QUEEN. Owing to the lateness of the season, and the treacherous weather which is to be expected on the Upper Lakes, Capt. J. M. Johnston and Capt. Cameron, of the NORTHERN QUEEN, had agreed to stay within sight of each other. On the night of 26 November, when the two vessels were off Poverty Bay, the LAKE ERIE signaled that she was making an alteration of course. Heavy seas, high wind and blowing snow prevented the officer on the NORTHERN QUEEN from receiving the signal. The LAKE ERIE swung to starboard, and was rammed in the engine-room gangway by the NORTHERN QUEEN, which succeeded in removing all hands from the sinking vessel. One deckhand was scalded when a steam pipe broke, and died before the NORTHERN QUEEN could reach Manistique, where she sank as a result of the damage to her bow. This loss left the New England Transportation Line with only the CANADA and the NORTHERN QUEEN, on the Upper Lakes. The ARMENIA and the CUBA handled the Toronto-Ogdensburg section which connected by rail to Boston.

In 1882, the CELTIC, Capt. Geo. Malcolmson, was operated in the Merchants Line's Montreal and Chicago division, together with the OCEAN, Capt. Archibald McMaugh and the PRUSSIA, Capt. E. Wright. The CELTIC began her season on the 5 May, when she loaded cargo in Hamilton, for Montreal. She had previously gone to Port Dalhousie for dry-docking. Three weeks later, she was back on Lake Ontario and took on 3,100 kegs of powder from the Hamilton Powder Co., at Burlington.

In June 1882, R. O. MacKay was soliciting passengers for the annual Lighthouse Supply cruise aboard the propeller CALIFORNIA. She was due at Hamilton about the 10 July.

For the season of 1883, the propellers LAKE MICHIGAN and LAKE ONTARIO were advertised to run in the Western Express Line's service from Montreal to Lake Ontario ports, with the L. SHICKLUNA. The CELTIC was still operating on the Merchants Line, between Montreal and Hamilton, together with the propellers OCEAN,

PERSIA, DOMINION and ALMA MUNRO. The CELTIC was expected to be the first vessel to leave Hamilton. The LAKE MICHIGAN and the LAKE ONTARIO were both undergoing repairs and were expected to begin their season about the 1 May. The latter vessel was, in fact, loading old rails at the Grand Trunk Ry. wharf on the 3 May. She would then take on other cargo at Browne's Wharf, before sailing for Kingston. The LAKE MICHIGAN also loaded old rails and finished her loading at MacKay's Wharf.

The steamer SOUTHERN BELLE commenced her sailings to Oakville and Toronto on the 11 June 1883.

R. O. MacKay secured the Lighthouse Supply charter for the CELTIC and expected Capt. Cavers to bring her into Hamilton on or about the 12 July. He was not disappointed. She left for the Welland Canal on 13 July, the same day the little steam barge A. H. JENNIE arrived at MacKay's Wharf with a cargo of bar iron for Messrs. Wood & Leggatt.

During September, Tom Cross, a waterfront handy-man, was busy removing metal parts from the old steamer OSPREY, which had been lying on the Rush Bed, to the east of MacKay's Wharf for several years. He would complete the dismantling during the coming winter, as it would be easier, working on the ice. R. O. had purchased the old vessel from the Estate of A. D. MacKay.

MacKay's Wharf was busy on the 25 September, when the propellers CITY OF MONTREAL, with general cargo, the DOMINION, with pig iron and general cargo, and the LAKE ONTARIO, light, all arrived from Montreal.

By the 3 November, both the LAKE MICHIGAN and the LAKE ONTARIO had gone into winter quarters at MacKay's Wharf, but the CELTIC was still active, having arrived at Duluth on the 16 November, after a very rough trip. She cleared Duluth two days later with grain for Port Colborne and R. O. expected to send her up to Lake Superior once more with construction supplies for the Canadian Pacific Ry.

On the 1 May 1884, the propeller LAKE ONTARIO was transferred, by Bill of Sale to the Estate of A. D. MacKay, R. O. and Elizabeth MacKay, executors. The vessel was laid up in Hamilton and was fitted out by the end of June.

There was considerable activity around MacKay's Wharf on the 9 June. The CELTIC arrived from Montreal at 2 a. m., with 200 tons of general cargos the DOMINION arrived at 4 a. m., also from Montreal with 150 tons of general and the schooner MAGDALA came in later in the day with coal from Charlotte. The schooner E.R.C. PROCTOR was chartered by R. O. for a cargo of coal from Charlotte @25 cents per ton.

The CELTIC was again in the news on the 16 June, when she sailed for Quebec with an unusual cargo. This consisted of the sections of a steel aqueduct fabricated by the Hamilton Bridge & Tool Co. for the Quebec Water Works. The aqueduct, when erected, would measure 12 feet in depth, 15 feet in width and 160 feet in length. The shipment weighed approximately 120 tons. It would carry water across the St. Charles River.

The lighthouse supply charter had been secured for the CELTIC and she left Hamilton on the 1 July, on her way up the Lakes.

The propeller LAKE MICHIGAN, which had been offered for sale and had lain at Zealand's Wharf, was fitted out in August in the hopes that she could get some grain cargoes. The first cargo of wheat shipped this season from Toledo to Montreal, @6 cents per bushel, was taken by the LAKE ONTARIO. On her

return to Hamilton, she loaded the sheet metal roofing for the new Drill Shed in Montreal. This was shipped by the Hamilton Bridge & Tool Co.

A cable, received in Hamilton on the 13 September read as follows: "Married, in the City of Durham, England, R. O. MacKay, of Hamilton, and Miss Jane Coates Turner, of Durham, by the Rev. Francis Bishop. Mr. MacKay is a popular vessel-owner and wharfinger of this city and his bride is also known here, formerly residing in Toronto, where she was a general favourite. She left for her home in Durham some three months ago, and Mr. MacKay followed a month later. Mr. & Mrs. MacKay will return to this city the end of this, or the beginning of next month. " After disembarking at Montreal, they took passage on the CELTIC, arriving in Hamilton on 11 October.

The Hamilton Spectator, of 23 October, carried the following report: "Christ Church Cathedral was the scene of a very fashionable society event last evening, the occasion being the marriage of Mr. David Newton, formerly of Montreal, but now representing the Redpath Sugar Refinery in this city, to Miss Elizabeth Maltby MacKay, the elder daughter of the late Aeneas D. MacKay. The bridal procession was led into the church and to the altar by two pretty little flower girls, who strewed flowers before the bride. The bridesmaids were Miss Eugenie MacKay, Miss Blain, Miss Meikle, Miss Simpson and Miss Urquhart. The groom was attended by Messrs. J. B. Turner, of Gananoque, A. A. McLean and Adam B. MacKay. The bride was attired in a beautiful dress of white satin with pearl trimmings, and a bridal wreath and veil. Of the bridesmaids, one was dressed in pale blue silk, two in white and two in pink. The ceremony was performed by the Rev. Dr. Mockridge in the presence of about one hundred invited guests, and a large crowd of acquaintances of the bride and groom. After the service, the bridal party and guests repaired to the residence of the bride's mother, where a banquet was spread and greatly enjoyed. A happy time was spent until the departure of Mr. & Mrs. Newton by the 2: 20 train for the east."

The Merchants Line advertised, on 1 May 1885. that they were then receiving cargo for Montreal, at MacKay's Wharf, and the propeller CELTIC would depart on or about the 6 May, for Kingston, Gananoque, Brockville, Prescott, Cornwall, Valleyfield and Montreal.

While laid up for the winter at MacKay's Wharf, the CELTIC had been fitted with new furnaces. She was again booked for the Lighthouse Supply trip. The LAKE ONTARIO, laid up there also, had had a new funnel fitted. The LAKE MICHIGAN, which had no luck at all in 1884, was still at Zealand's Wharf, where Capt. Wm. Zealand was doing some repair work on her.

Passenger vessels using MacKay's Wharf in 1885 included the old reliable SOUTHERN BELLE, running to Oakville and Toronto, and the ferry CANADIAN, Capt. Angus G. Stanton, giving service to the Beach.

Tragic news came on the 13 August, when Mrs. R. O. MacKay died from typhoid fever. She was born 28 January 1857, in Liverpool, England. Of an amiable disposition, she was beloved by all who knew her.

In November, Aeneas Donald MacKay, Jr. was married in Georgetown, British Guiana.

The Lake & River Steamship Co. sold their remaining vessel, the LAKE MICHIGAN on the 10 April 1886, to R. O. & Elizabeth MacKay, and since business prospects appeared brighter, she was placed in the Merchants Line service, together with the

CELTIC and the LAKE ONTARIO. The LAKE MICHIGAN, was in fact, scheduled to be the first of the line to leave for Montreal. Her departure date was 8 May.

These vessels were being sent through to Quebec and the LAKE MICHIGAN was expected from that port on the 5 June with 2, 000 sacks of Liverpool coarse salt, transhipped from an ocean vessel in the harbour of Quebec.

R. O. was not successful in his bid for the Lighthouse Supply charter in 1886. Capt. John B. Fairgrieve's CANADA got the job.

During 1886, the propeller CELTIC was purchased from the Estate by R. O. MacKay and Elizabeth MacKay, and on the 27 April 1887, she was the first vessel to leave for Montreal. Capt. Cavers was still in the wheel-house. Capt. Green was sailing the LAKE MICHIGAN and Capt. O. Patenaude had the LAKE ONTARIO.

The Hamilton Steamboat Company came into existence in 1887 and purchased the steamer MAZEPPA, for service in the harbour. They purchased the old City Wharf from the MacKay's and erected a passenger shed thereon.

R. O. MacKay was married again on the 27 October 1887. The bride was Minnie E. White, eldest daughter of the late Thomas White, and the wedding took place at the residence of her brother, Dr. White, at 8 Cannon St. West.

Adam Brown MacKay, the youngest member of the family reached the age of 21 in 1887, so the time had come for the Estate to be settled.

Capt. Wm. Cavers, of the CELTIC, came in for some adverse publicity regarding the loss of the schooner BESSIE BARWICK, and it would seem that he was not too popular with his crew. The CELTIC had left Fort William on the 25 October with the BESSIE BARWICK, Capt. Thos. E. Murray, in tow. The schooner had 18, 000 bus. of wheat for Kingston and by 3 p. m. the next day, the seas had become so heavy that the CELTIC took shelter in Nipigon Bay. About 9 p.m. that night, the wind having eased, a fresh start was made but after getting out in the Lake, the CELTIC turned about and brought the BESSIE BARWICK to an anchorage off Simpson Island. Capt. Murray was then informed that the Chief Engineer thought the CELTIC had broken a crank pin, and so they would not be able to tow any farther. The CELTIC then went into McKay Harbour, where the engineer did some repair work on his engine. Shortly thereafter, the schooner set sail and proceeded down the Lake, keeping fairly well toward the north shore. Nearing Michipicoten Island on the 28 October, Capt. Murray discovered that the schooner had sprung a leak and was making water fast. He altered course for the north shore, some 20 miles distant. At this time, a propeller was sighted 10 or 12 miles astern, and all hands agreed that it was the CELTIC, so a distress signal was hoisted. The schooner was still making good time, with all her canvas on except the foresail and the mizzen stay-sail, and in fact, was probably out-distancing the CELTIC. It then began to snow heavily and the vessels lost sight of each other.

According to some of the CELTIC's men, they saw the schooner and were aware that she was flying signals, but when this was reported to Capt. Cavers, he remarked that he considered the schooner to be all right and making better time than his vessel. He did not follow the schooner when she headed north. Meanwhile, the BESSIE BARWICK staggered onward until she finally grounded in 12 feet of water near Pilot Harbour, due north of Michipicoten Island. Here, she ultimately went to pieces.

Capt. Murray and his crew got ashore in the yawl-boat, well furnished with supplies necessary for camping in an uninhabited area. The temperature was below zero (F) and

heavy snow fell intermittently. Nothing was heard of the BESSIE BARWICK and her crew for two weeks, but at the end of that time, R. O. MacKay received word that they had been brought to the Soo by a fish tug. On the 26 November, Capt. Murray issued a statement to the press, exonerating Capt. Cavers and saying that he did not feel that Cavers had acted unfairly toward him.

## CHAPTER 3

### A. D. MacKay's Sons

The title of this chapter first appeared in January 1888 in a notice advertising coal for sale on the wharf, but it was not until 7 April that the following item was published: "Award has been made in the arbitration to fix a value upon the Estate of the late A. D. MacKay. Under the terms of the will, the three sons were to continue the business until the youngest child came of age, then they were to have the privilege of purchasing the estate, the value to be determined by arbitration, in case the heirs could not agree. There was a difference of opinion as to the value of real estate and vessels and the question was referred to Judge Senkler, of St. Catharines, Capt. Fairgrieve, of Hamilton, and Capt. Sylvester, of Toronto. Arbitration lasted five days and the value of the real estate was fixed at \$20,000. and the steamers LAKE MICHIGAN and LAKE ONTARIO were valued at \$24,750. Prior to the arbitration, the sons had offered to settle at \$2,250. less than the award. J. V. Teetzel and H. S. Osler appeared for Mrs. Elizabeth Newton and Mrs. Eugenie Turner, the daughters. The sons were represented by E. Martin, Q.C. and Kirwan Martin.

The firm of A. D. MacKay's Sons was busy fitting out its three vessels in April and had secured the Lighthouse Supply charter for the CELTIC. The only change, in appointments was on the LAKE ONTARIO, Capt. J. Delaney, of Prescott, replacing Capt. O. Patenaude.

The propeller LAKE ONTARIO was damaged by fire while berthed at Charlotte, N. Y. on the 21 December, and about half of her deck house was not replaced. Both she and the CELTIC had their engines rebuilt as two-cylinder compounds during the winter.

In the spring of 1889, Capt. J. Clifford was appointed to command the LAKE MICHIGAN.

Sometime during the season of 1889, the LAKE ONTARIO was disposed of to United States buyers, but the details of this transaction have not come to light. In any case, R. O. was looking around for another vessel and finally entered into partnership with Capt. John Towers, of St. Catharines, & W. A. Geddes, of Toronto, for the purchase of the propeller OCEAN from Capt. Sylvester Neelon.

Capt. Towers brought the OCEAN in to Hamilton, from St. Catharines on the morning of 26 April 1890, with all flags flying. She was gleaming with new paint and her public rooms were resplendent with re-upholstered furniture and new carpets. She could accommodate 150 passengers, and had staterooms for 68. Despite a few violent accidents, the OCEAN proved to be a very popular steamer on the Montreal run. By the 1 November, she had completed 27 round trips to Montreal, and Capt. Towers hoped to make three more before laying her up for the winter.

The Hamilton Street Railway Co. had been considering changing from horses to electricity and the decision was made in 1891. They purchased some waterfront property lying to the east of the Hamilton Steamboat Co. wharf, from A. D. MacKay's Sons, as a location for a coal dock and steam generating station.

Thursday, 9 July 1891, was not Capt. John T. Towers' lucky day. He had left Montreal at 8 p. m. on the Tuesday, on a regular trip to Toronto and Hamilton. The OCEAN had about 200 tons of general cargo plus 22 passengers for Toronto and 8 for Hamilton, and all went well until she steamed out of the Thousand Islands, at a. m. on the 9 July. Lake



Ontario greeted her with fog which became more dense as the day wore on. Some twelve hours later, Capt. Towers, not being too sure of his position, ordered the engine stopped. About 6: 30 p. m. the OCEAN went hard aground on a bar off Roseland, within 2 miles of Port Union. The bumping and grating of boulders on the vessel's bottom caused some consternation among the passengers, but after she came to rest, Capt. Towers and his crew did a masterful job of getting all passengers into the boats. However, their problems were not over yet. The boats had not been in the water for some time, and consequently they leaked like baskets and to make the situation even more unpleasant, a sudden thunderstorm vented its fury on them. The bedraggled company was finally landed, after frantic bailing and rowing, at Port Union, where a passenger train bound for Toronto, was flagged.

The steamer EURYDICE was sent out from Toronto to take the cargo from the OCEAN, but with the clearing weather came the wind. As the seas began to make up, it was decided to scuttle the OCEAN to prevent her from pounding on the bar. She was refloated, and by the 15 July, she was ready to return to service.

The OCEAN was built in 1872 at St. Catharines by Melancthon Simpson and measured 137.0 x 23.5 x 11.7; Gross 641, net 412. She had a low-pressure engine 36 x 30, built by Geo. N. Oille, at St. Catharines.

## CHAPTER 4 R. O. & A. B. MACKAY

In the year 1892, Aeneas MacKay, Jr., withdrew from the family partnership and went to live in South America, leaving the business in the hands of his two brothers.

Archibald Miller Robertson, who had been operating the shipyard alongside Zealand's Wharf, for twenty-odd years, went down and boarded his propeller ST. MAGNUS, on the 12 January. In the course of his solitary tour of inspection, the old gentleman fell through an open hatch and landed sixteen feet below. It was some hours before he was found, and he died the next day. He was buried on the 15 January.

Robertson had not been too long in his grave before R. O. & A. B., with their usual enthusiasm, were negotiating with the next-of-kin for the purchase of the fine propeller ST. MAGNUS.

The ice went out early in 1892, and as soon as it did, the ST. MAGNUS was towed to MacKay's Wharf where certain repair work, including the replacement of her bulwarks and stanchions was taken in hand. She joined the CELTIC and the LAKE MICHIGAN, which were both smelling strongly of paint. The OCEAN made her first departure for Montreal on the 28 April.

The CELTIC had left Hamilton on the 19 April and gone on the dry dock at Port Dalhousie and during the last week of the month, she headed up the canal, bound for Toledo, where a cargo of 17, 000 bus. of corn was to be loaded for Montreal. Shortly after she steamed out of Port Colborne, a pump valve broke, so she returned and had it repaired. Had this seemingly insignificant mishap not occurred, the CELTIC's future might have been quite different. The voyage was resumed, Toledo was reached and the corn was loaded. On the 1 May, she cleared Toledo under foggy conditions, which became worse, but she carried on at about 6 1/2 knots, sounding her whistle.

At 5:55 p. m. the dinner hour was being announced by the clamor of the cook's bell. At the same moment, aboard the iron steamer RUSSIA, upbound from Buffalo, the cook's helper was raising a similar din, calling out the watch and announcing dinner. First mate Louis Daigneault, of the CELTIC, was on watch, having just taken over from Capt. John Clifford and the first warning of trouble came when he glanced up and saw the mast of a vessel above the fog. Seconds elapsed before the RUSSIA'S bow cut into the CELTIC, close to the forward gangway, penetrating about 8 feet. In less than 10 minutes, the CELTIC went down by the bow. Most of the ship's company had time to scramble aboard the RUSSIA, and as the two vessels separated, the golden corn flowed out into the Lake. Mrs. Margaret Strachan, of St. Catharines, cook on the CELTIC panicked and ran back into the deckhouse. She went down with the ship. Two men jumped into the lake and were rescued by the RUSSIA's crew.

The RUSSIA had a hole in her bow, and a number of damaged plates, so Capt. Weinheimer immediately headed for Rondeau Point, some 15 miles distant. She was safely beached and the ship-wrecked mariners were all landed, one mile east of Rondeau Light, the following morning. After landing, they tramped for five miles through rain and fog, up to their ankles in mud, until they reached a farm-house. Here they were able to hire a wagon, in which they drove to the village of Morpeth and sent a telegram to the MacKays. The telegram read as follows: "CELTIC sunk in collision with steamer

RUSSIA at 5:55 last evening in a fog at Rondeau. All hands saved except the cook. Answer and telegraph some money to Ridgetown. J. H. Fitzgerald, purser."

The CELTIC had originally cost \$48,000., was, at the time of her loss valued at \$18,000., but was insured for only \$12, 500.

R. O. & A. B. MacKay were not long in replacing the CELTIC. That vessel had been chartered for the Lighthouse Supply trip, which for the past two seasons, had been handled by Capt. Fairgrieve's CANADA.

The CANADA's engine had been removed during the winter, for refitting in the new steamer ARABIAN, building at Hamilton, and her hull had been sold for use as a steam barge.

On the 18 May 1892, the composite steamer ACADIA became the property of R. O. & A. B. MacKay, by Bill of Sale, from Samuel & Elizabeth Malcolmson, who held 32 shares each. The ACADIA had been built in Hamilton in 1867, by and for Capt. John Malcolmson, and after his death, had passed to Elizabeth, his widow. In 1882, ownership was transferred to J. W. Sutherland, of South Norwich, lumberman, and the Rev. Donald Geo. Sutherland, of St. Thomas, minister, who took 32 shares each. Once this transaction was complete, the ACADIA was lengthened at Port Dalhousie, to enable her to take better advantage of the larger locks on the Welland Canal, which were finished in 1883. The dimensions of the ACADIA were now 176. 6 x 25. 6 x 10. 4, with a gross tonnage of 806, net 509. The MacKays would get five seasons' work out of this vessel.

R.O. & A.B. landed the contract to supply coal for the fleet of the Hamilton Steamboat Co. and this would be handled by the schooners. In Hamilton, new things were happening. On the 1 June, the Hamilton & Barton Incline Railway commenced operations at the head of James St. The railway was powered by steam and its engine house on the brow of the escarpment became a new landmark. On the 29 June, the first electric street cars rumbled out of the barns and the horses headed for the auction block. Over in Brantford, there were whisperings of a short-line railway, which would ultimately grow up and become the Toronto, Hamilton & Buffalo, in another five years or so.

The ACADIA successfully completed the Lighthouse Supply charter, calling in Hamilton on 19 July, on her way up the Lakes. As far as the rest of the 1892 season was concerned, the MacKays had only minor aggravations with which to contend. On the night of 2k September, the propeller LAKE MICHIGAN, downbound on Lake St. Louis, was groping through thick fog, attempting to find the entrance piers of the Lachine Canal. At 10 p. m., she grounded on a rocky shoal about 1 mile short of her goal. She had about 10,000 bus. of corn, from Toledo and after several attempts by a tug, to pull her off, failed, lighters were sent up from Montreal. She was refloated two days later. Late in the season, the ACADIA, bound from Fort William to Montreal ran aground at the head of Garden Island on the 12 November. Tugs from Kingston released her.

At this time R. O. was residing at 56 West Ave. South and A. B. was still living with his mother at Reay Lodge. However, in January of 1893. the fledgling left the nest. On the 4 January, Adam Brown MacKay was married in Grace Church, Detroit, by the Rev. J. McCarroll, rector, to Selina Fraser, widow of the late Major Robt. Prince, of the 1st Shropshire Light Infantry, and daughter of James Hamilton, of Holmbank, London. For reasons best known to the family, the above announcement did not appear in the Hamilton papers until the 19 April.

The propellers ST. MAGNUS and LAKE MICHIGAN wintered at Port Dalhousie, where Muir Bros. dry dock was doing about \$12,000. worth of work on them.

It was gala day on the waterfront on the 2 May, when the Niagara Navigation Company's new steamer CHIPPEWA was launched from Robertson's shipyard. This was the largest vessel ever built in Hamilton and she proved to be a most reliable and popular steamer.

The dredging of the Rush Bed, which had been begun in 1892, was completed this summer. The Rush Bed was a large bank of blue clay lying in the harbour and extending from a point off MacKay's Wharf, eastward, to about the line of Catherine Street. It had been somewhat of a nuisance, particularly to schooner captains, but was regarded in a more kindly light by the wharfingers. They felt that it formed a natural breakwater and gave their aging properties some protection from north-easterly gales.

On the 13 May, the propeller OCEAN, under command of Capt. G. V. Trowell this season, made her first appearance in port. The ACADIA and the LAKE MICHIGAN were both expected that evening, and the ACADIA would complete her loading for Lake Superior.

The schooner VIENNA, Capt. David Ewart, went ashore at Manitou Beach, N. Y. on 17 May and became a total loss. She had loaded coal in Oswego for R. O. & A. B. MacKay.

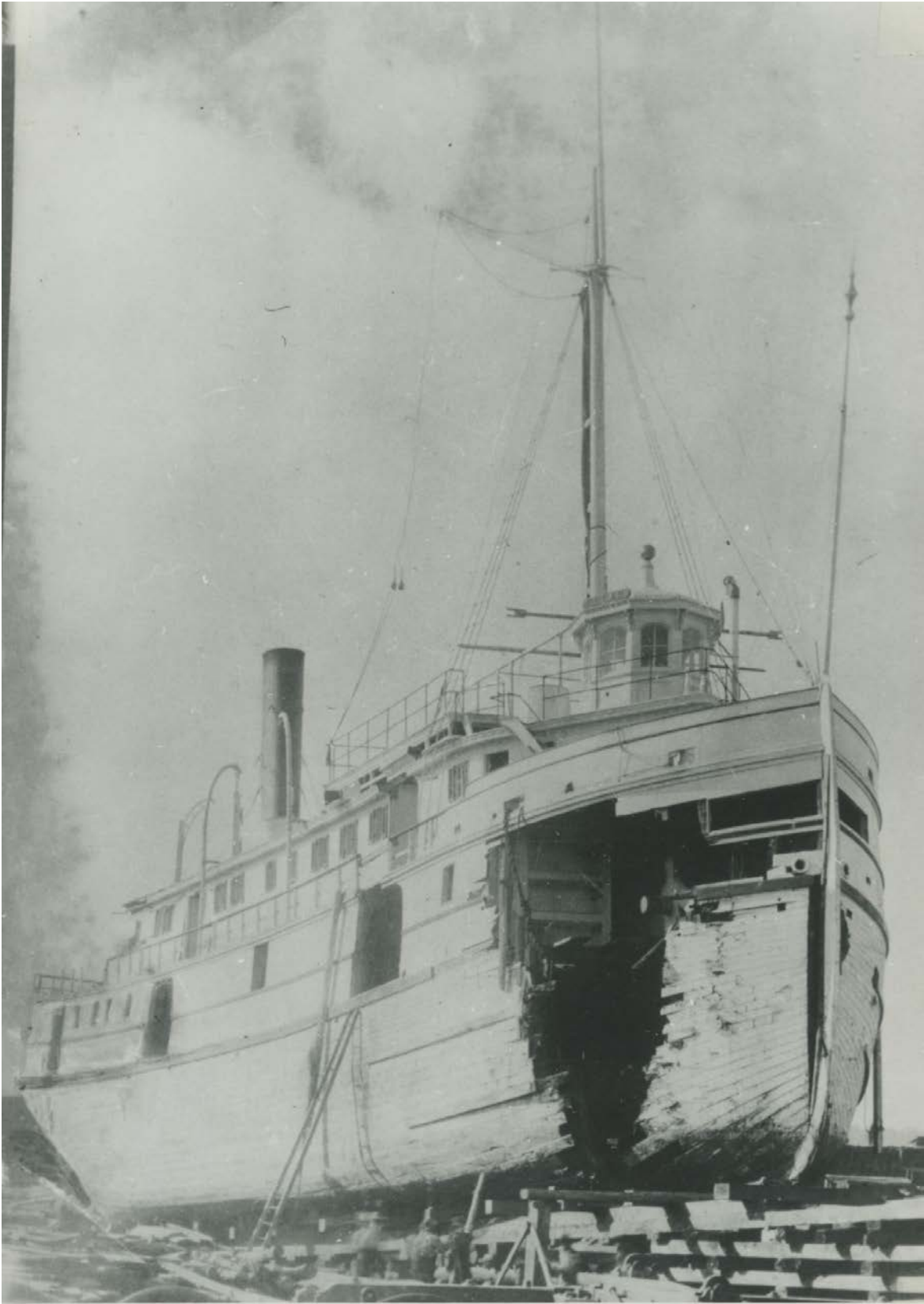
Competition for the OCEAN was announced on 20 May. The propeller CUBA, Capt. Jack Malcolmson, was being placed on a weekly schedule, with departure from Hamilton every Wednesday, for Montreal.

On the 10 June word was received from Morrisburg that the ACADIA had holed herself, probably on a boulder, while upbound in one of the lower canals. She was to go to Kingston dry dock for repairs.

Mrs. Elizabeth Maltby Newton passed away on the 28 October. She had been in failing health for some time and two months earlier, while visiting her mother at Reay Lodge, she had fallen and broken a leg. At the time of her death, she resided at 126 MacNab St. South.

On the night of 6 June, 1894 the propeller OCEAN left Brockville on her regular run from Montreal, and ascended the Brockville Narrows. Near Sister Island Light, at 2 a. m., she collided with the barge KENT, which was one of a string of barges in tow of the tug GEORGE D. SEYMOUR, of the Ogdensburg Coal & Towing Co. The barge was lost with two men and the OCEAN received an enormous hole in her starboard side, ahead of the forward gangway. The hole extended from the promenade deck right down to the bottom. The fact that they were able to beach the vessel with such damage, is in itself miraculous, but she came to rest with her stern in 30 feet of water. All hands got ashore and the steamer PIERREPONT was dispatched from Kingston, by the Donnelly Salvage & Wrecking Co. to remove cargo, furniture, etc. The OCEAN was abandoned to the underwriters and the ACADIA was pressed into service in her place. The OCEAN was refloated and taken to Deseronto, where she was hauled out on Rathbun's marine railway. On the 18 August, she resumed her service.

At the end of September, the ACADIA, Capt. Clifford, broke a cross-head key and cracked a cylinder-head while upbound in the Beauharnois Canal. She was towed to Cornwall by the ST. MAGNUS, and tied up to wait for the necessary parts.



Winter set in early on the Upper Lakes, and the propeller LAKE MICHIGAN had a rough time on her last upward trip, taking 24 days to go from Montreal to Fort William. Her departure downward was somewhat delayed, and rumour had it that her crew had voiced the opinion that they did not consider her seaworthy. No comment was received from MacKay's office. They merely stated that she might lay-up at Goderich, unless the weather improved, in which case she would proceed to Hamilton.

A. B. MacKay now resided at 94 Queen St. South.

The navigation season of 1895 was barely a month old when R. O. & A. B. MacKay's troubles began, with a telegram from Cleveland, stating that their propeller ST. MAGNUS had sunk in the Cuyahoga River. The accident happened at the Pennsylvania R. R. dock on the 7 June while she was loading pig iron and wire for Montreal. It seems that when she berthed, her fender, on the port side, came to rest on an 8 inch projection on the face of the dock. As the loading of cargo proceeded, the vessel developed a list to starboard, and to try and correct this, more was piled on the port side. The wash from a passing steamer caused her to slip off the projection, and she rolled over, striking her mast and funnel on the dock. Three days later, the Michigan Wrecking & Salvage Co. arrived to begin the task of raising the ST. MAGNUS. On the 1 July, she was brought into an upright position, though still on the bottom of the river. She was then pumped out, and a few days later, she was towed to Port Dalhousie, where Muir Bros, placed her in their graving dock for repairs.



The next interesting development was provided by the OCEAN, Capt. Malcolmson, which was upbound from Montreal with some 200 tons of general cargo and a number of passengers. She passed safely up through Lock 15 at Cornwall, on the 19 June and entered Lock 17, at too high a rate of speed. She rammed the upper gates and dislodged them, whereupon the torrent of water thus released, flushed her back out of the lock, tearing off one lower gate in the process. The OCEAN collided violently with the south entrance wall, and as one witness remarked, "she bent like a whip". She then sank in the basin and lay over on her starboard side. Canal Superintendent Ross suddenly acquired a monstrous headache when he tried to figure out a way to get a gate on to the lower end of Lock 17. This would enable him to refill the reach between Locks 17 and 18, which had been drained. He solved the problem by removing one upper gate from Lock 15, floating it past the wreck, and hoisting it into position on Lock 17. Meanwhile, the salvage crew started work on the OCEAN. The MacKays hurriedly made arrangements for the propeller PERSIA to fill in on the OCEAN's schedule. The latter vessel was refloated on 24 June and towed to Montreal for repairs.

The propeller LAKE MICHIGAN was selected for the Lighthouse Supply trip for 1895, and called at Hamilton on the 24 July.

Vessel-owners were not having a happy time this season. Not only were the water levels down, but on the 26 July, the barge GLENORA took the gates off Lock 17 and again de-watered that same section of the Cornwall Canal. Supt. Ross had another dandy problem, since he had not got the gates, damaged by the OCEAN, repaired, and had only two good ones available.

The ST. MAGNUS reached the end of her career on the night of 4 September, when the buildings alongside Muir's dry dock caught fire. The local firemen were unable to control the blaze and the ST. MAGNUS, which was still in the graving dock, was destroyed. R. O. went to Port Dalhousie the next morning, to view the smouldering remains. Only the engine and boiler were salvaged, and they were later placed in the tug MAGNOLIA, built at Midland. Capt. Becker, of Cleveland, aged 72, was asleep aboard the vessel when the fire started. He had to break a window, and slide down a line to escape, but he was badly burned and died within a week, in hospital at St. Catharines.

The LAKE MICHIGAN went aground at Ogden's Island, while upbound from Montreal on the 17 September, but was promptly refloated. However, she was then tied up at Morrisburg, owing to low water in the canals. It was not easy for a vessel-owner to make money, but the MacKays were working on an estimate of the cost of a steel, or composite hulled vessel. Needless to say, this project was shelved.

In April 1896, when the vessel men were wondering if the ice was ever going to break up, the MacKays announced their appointments for the season. Capt. J. Clifford would have the ACADIA, with John Brown as chief engineer, while the LAKE MICHIGAN would be sailed by Capt. J. Moore, who would have Jos. Baker as chief engineer. Capt. Trowell was again appointed to the OCEAN.

R. O. MacKay took the train to St. Catharines on the 13 April, where Capt. Sylvester Neelon had indicated a willingness to haggle over the price of the propeller SIR S. L. TILLEY and the schooner T. R. MERRITT. A figure of \$40,000. for the two vessels was finally agreed upon, and all parties concerned met in Toronto, on the 21 April, to finalize the transaction. R. O. then boarded a train for Collingwood, to inspect his new acquisitions, as they lay in winter quarters.

The LAKE MICHIGAN was dispatched to Toronto on 27 April, to load general cargo for the Lakehead. She was booked for a cargo of grain from Fort William to Montreal. The OCEAN made her first appearance of the season when she arrived from Montreal on 7 May and a few days later, the MacKays made it known that they had secured the Lighthouse Supply charter, for the ACADIA. This was always a good piece of business, since the Government paid reasonably well for the service, and the cruise was immensely popular with passengers.

The ACADIA almost didn't survive long enough to carry out this cruise. She had taken on 21,800 bus. of corn at Toledo, for Montreal, and according to a report published on the 13 May, as she proceeded down the Welland Canal, the cargo was found to be on fire. By the time she reached Port Dalhousie, holes had been cut in the deck and hoses inserted, to soak down the cargo. The fire was assumed to be out. Not so. Between Port Dalhousie and Kingston, fire erupted no less than three times. At the latter port, the Montreal Transportation Company's elevator refused to handle the damaged cargo, and after 5,000 bus. of it were shoveled out, she carried on to Montreal.

During May, the quaint little office, which no doubt, was the pride and joy of Aeneas, was jacked up, put on rollers, and drawn around to the south end of the shed.

On Saturday, 6 June 1896, the ACADIA arrived from Montreal and berthed at the south pier in the Burlington Canal. Here she unloaded the steelwork for the road swing bridge, being built by the Dominion Bridge Co.

The establishment of the Hamilton Blast Furnace Co. which went into production in February 1896, created some new business for the vessel owners. The propeller OCEAN, loaded pig iron for Montreal on several of her regular sailings, as did other steamers and schooners.

A column heading on the front page of the Hamilton Spectator of the 11 November 1896, asked the question "Where is the ACADIA?" Capt. John Clifford had sent a telegram from Fort William on the 4 November notifying the MacKays that he was sailing from that port, for Montreal, with approximately 20, 000 bus. of wheat. After one week had passed and no word had come telling of her arrival at the Soo, the owners were somewhat anxious.

Late in the evening of the 13 November, a telegram from Capt. Clifford, at the Soo read: "Went ashore 10 Thursday night, Nov. 5, in snow storm near Michipicoten River. Boat full of water. Main deck on starboard side exposed to wind from south to northwest. Crew all safe at Gargantua. Await orders."

A short time later another message came through: "I think there would be enough saved to pay wrecking outfit if sent at once. We will have to get the crew down. Left two men looking after wreck. Provisions will not last more than two days longer. Could you get insurance company to wire Capt. Sullivan to look after their interest? He is here and could go immediately."

The ACADIA, with her cargo of wheat for the Ogilvie Milling Co., had left Fort William in fair weather, and all went well until the following afternoon when the wind, which was NE, began to freshen. At 5 p. m., just as she passed Michipicoten Island, the wind rose to gale force and heavy snow began. As the seas were making up very fast, a course was set for the north shore, in order to find some shelter in lee of the land. This brought her close to Michipicoten River. At 9:30 p. m., she was checked down, then stopped, and half an hour later, breakers were seen on the port side. She was moved



ahead but in a few minutes, she struck the rocks. The wind had gone to the NW, and was holding her against the reef, but she was pounding badly. The pumps were started and managed to keep the vessel afloat until 2 a. m. on Friday, after which she sank in 12 feet of water. All hands remained aboard until after breakfast, when the weather cleared and they found that the shore was but 75 yards away.

Food, bedding and all the necessities for making camp were taken ashore. Capt. Clifford estimated that they were 15 miles from the nearest habitation and he provided for a stay of one to two weeks. Heavy snow having started again, they remained at their camp-site until 4 p. m. After supper, the weather having cleared, a start was made for Gargantua Light Station, about 15 miles down the Lake, but after going only half a mile, the wind freshened and they returned.

A new start was made at 1 a. m., and after tramping for six hours over the rocky shore, the Lighthouse was reached.

On Sunday morning, the weather being favourable, Capt. Clifford, the Light-keeper, and four men set out in a small sailboat for Sault Ste. Marie. They reached Point Demere on Sunday night and at daylight on Monday they resumed their voyage and arrived at Lemass at 2 p. m. The wind now came ahead, and they were forced to remain at Lemass for four days and four nights. Finally at 5 p. m. on Friday, 13 November, they reached the Soo.

The propeller SIR S. L. TILLEY picked up the ACADIA's crew, with the exception of Capt. Clifford, who had gone back to the wreck on a tug, and the four men who had made the boat trip. They had gone home by train, from the Soo. When the tug FAVORITE returned to the Soo, Capt. Clifford stated that both vessel and cargo were total losses.

On the last day of February, 1897, Mrs. Elizabeth Hughes MacKay, widow of the late Aeneas Donald MacKay, died at Reay Lodge, the old homestead on the bluff above MacKay's Wharf. She had been suffering from bronchitis for some time, but on the morning of her death, she seemed to be improving. About noon, however, her heart began to fail, and at 2 p. m., she died. R. O. and A. B., as well as their sister Mrs. Eugenie Owen Turner, of Gananoque, were at their mother's bedside when the end came. Aeneas Jr., was living in Demarara, South America.

On the 9 April 1897, it was announced that the propeller LAKE MICHIGAN would be coming to Hamilton to have her deckhouse rebuilt. The centre part of this structure had previously been removed and it was now to be restored to its original full length.

A few days later, a brief note in the press reported that Aeneas D. MacKay, of Georgetown, British Guiana, was in town. No doubt he had come for his share of his mother's estate.

Generally speaking, the season was uneventful, especially for the MacKays, and for this, one feels that they must have been thankful. A vessel that began calling frequently at MacKay's Wharf, at this time, was the propeller MELBOURNE. This was the former ALMA MUNRO, built in 1873 at Port Dalhousie by Andrews, for the Elgin Transportation Co. She had been lengthened in 1885 and underwent a further rebuild in 1893 after which her measurements were 179.6 x 26.1 x 11.3 with a gross tonnage of 894, net 540. Her managing owner was Geo. E. Jaques, of Montreal. It is more than likely that the MacKays had some money invested in her.

The OCEAN and the SIR S. L. TILLEY were being kept busy and the LAKE MICHIGAN was ready for service about the middle of May, but on the 14 May, the

OCEAN damaged one of the locks in the Beauharnois Canal, to the extent of \$1, 000. This accident was blamed on the 2nd Engineer, who was on watch at the time. That canal, with its small, (200 foot) locks and only nine feet of water would be abandoned at the end of the 1899 season and the new Soulanges Canal would finally complete the system of 14 foot navigation between Montreal and Lake Ontario. An item in the Hamilton Spectator on the 29 May 1897, told of the arrival of the steel steamer SEGUIN, with 1, 350 tons of coal for the Hamilton Gas Light Co., to be unloaded on Browne's Wharf. It went on to state that the SEGUIN was drawing 14 feet and dragged bottom, all the way through the Burlington Canal. Here indeed was a portent of future trouble for any vessel-owners interested in bringing larger, modern steamers into Hamilton, with full canal draft. It also signaled the beginning of the end for the schooner-men to whom the coal trade was the last bastion.

MacKay's schooner T. R. MERRITT had spent most of the season in the coal trade and late in November, she had sailed from the Genesee, for Hamilton but had to seek shelter in the Niagara River. On her second attempt to complete this voyage, she again encountered heavy weather and was blown back to Charlotte. The propeller LAKE MICHIGAN took her in tow and she arrived at her destination on the 6 December. The SIR S. L. TILLEY came in two days later, and all three vessels were laid up for the winter.

R. O. & A. B. MacKay sold 16 shares in the schooner T. R. MERRITT to Capt. W. A. Corson, on the 18 February 1898, and he stated that he would undertake to re-rig the vessel by the time navigation opened. True to his word, Capt. Corson finished the job by the first week in April.

The prospects for the 1898 season were not too optimistic, but Capt. John Corson, took his schooner W. J. SUFFELL out to Pt. Dalhousie on the 10 April, on the chance of getting a grain cargo to Kingston or Montreal.

The Merchants Line gave notice that it would operate the propellers CUBA and MELBOURNE between Montreal and Cleveland; the LAKE MICHIGAN from Montreal to Duluth, and the SIR S. L. TILLEY and ARABIAN between Prescott and Duluth.

On the 23 April, navigation was in full swing and among the entries were the propeller PERSIA, to Montreal with grain and pig iron, and the LAKE MICHIGAN to the same port with pig iron and general cargo. The schooner T. R. MERRITT arrived at MacKay's Wharf with coal from Oswego.

The LAKE MICHIGAN was the first casualty of the season when she collided with a barge on the St. Lawrence River and damaged her bow.

The balance of the season was uneventful, and all the MacKay vessels were regular callers at Hamilton. The schooner T. R. MERRITT was kept busy in the coal trade, although she did make at least one trip down from Cleveland, with wire rod for the Ontario Tack Co.

In 1899, R. O. MacKay was elected president of the Canadian Marine Association, His old business associate, W. A. Geddes, of Toronto, became Vice President and Capt. Trowell was named secretary-treasurer.

The Merchants Line vessels were listed as follows: CUBA, MELBOURNE, PERSIA, OCEAN, ARABIAN, LAKE MICHIGAN and SIR S. L. TILLEY. The principals of this organization were W. A. Geddes, of Toronto, Geo. E. Jaques & Co., of Montreal and Capt. John B. Fairgrieve and R. O. & A. B. MacKay, of Hamilton.

The schooner T. R. MERRITT began her season on the 20 April, when she began loading pig iron at the Hamilton Blast Furnace Co. wharf. The SIR S. L. TILLEY sailed for Toledo on the 26 April, and the LAKE MICHIGAN sailed for Toronto and Montreal two days later.

The dock-workers at MacKay's Wharf went out on strike on the 17 May, but strike-breakers were brought in and business continued as usual.

Application for a charter was made on the 7 July 1899, for the Quebec, Hamilton & Fort William Navigation Co. Capitalization was to be \$1,000,000., in 10,000 shares of \$100. each. The functions of the proposed company were "To construct, acquire and navigate steam and other vessels for the conveyance of passengers, goods and merchandise between the ports of Canada, and to and from any port of any other country and to carry on the business of common carriers of passengers and goods, and of forwarders, wharfingers and warehousemen, and to deal in goods, wares and merchandise."

The incorporators were: A. T. Wood, M. P., W. E. Sanford, Wm. Southam, Chas. E. Doolittle, Chas. S. Wilcox, Wm. D. Long and Adam B. MacKay. The prospectus of the company was issued and the stock placed on the market. The provisional directors were A. T. Wood, R. A. Lucas, Wm. Southam, Chas. E. Doolittle, Chas. S. Wilcox, W. D. Long and A. B. MacKay. It was further stated that the company intended to build two vessels at an estimated cost of \$130,000 each. On the 16 August, \$175,000 worth of stock was issued and the balance required for the company's purposes would be raised by issuing debentures. The name of this new company was subsequently shortened to Hamilton & Fort William Navigation Co.

On the night of the 26 August the SIR S. L. TILLEY, Capt. W. O. Zealand, was proceeding up Lake Erie, toward Cleveland, where she was to load a cargo of coal for Fort William. She had the schooner T. R. MERRITT in tow. Off Fairport, Ohio, fire started in the engine room, allegedly from the explosion of a lamp, and spread with great rapidity, as was usual in wooden steamers. The engineer left his post, with the engine going full ahead, and made for the lifeboat, along with the rest of the ship's company, except the wheelsman and one deckhand. The wheelsman, Eddie Legault, of Quebec, with great presence of mind, headed the vessel for shore, before he and the deckhand jumped into the Lake. They were picked up by another steamer which arrived on the scene in the nick of time. Capt. Zealand and the rest of the crew got aboard the T. R. MERRITT and a tug that came out from Fairport, managed to get the blazing hull ashore. A. B. MacKay left for Fairport the next morning to look after the crew. The propeller was insured for \$35,000. and was abandoned to the underwriters. The burned-out hull was later towed to Toronto where the Poison Iron Works rebuilt her. She was then renamed ADVANCE.

The SIR S. L. TILLEY was built in 1884 at St. Catharines by Joseph Shickluna, being launched on 8 May that year. Her owner was Capt. Sylvester Neelon, of St. Catharines. Her dimensions were 168.0 x 35.3 x 14.9 with a gross tonnage of 1,178, net 767. Her engine was a fore & aft compound 25 1/2 / 52 x 42, and was built by Geo. N. Oille, at St. Catharines. She had a composite hull and was one of last vessels built in the old Shickluna shipyard, which dated back to 1838.

A special meeting of the directors of the Quebec, Hamilton & Fort William Navigation Co. was held on the 6 September to receive the report of the committee

appointed to arrange for the building of two cargo steamers. It was felt that the vessels should be of the style of the ROSEMOUNT, though of larger capacity, and with no tween decks. The beams for future tween decks were to be placed. It was agreed that A. B. MacKay should go to Great Britain and talk to some of the shipbuilders there. The Hamilton Bridge Works had been approached but they regretted that they could not obtain the steel and build the vessels by April 1900, which was the date set by the company, for delivery. A. B. MacKay sailed from New York on the Cunard Liner UMBRIA, on the 16 September, to carry out his duties.

Iron ore cargoes were being delivered to the Hamilton Blast Furnace Co. and among them was the T. R. MERRITT, which arrived on the 3 October, from Marquette, Mich. It might be noted here that the Hamilton Blast Furnace Co. was in the process of being merged with the Ontario Rolling Mill Co., to form the Hamilton Steel & Iron Company.

The directors of the Quebec, Hamilton & Fort William Navigation Co. met on the 16 October and agreed to accept the offer, cabled by A. B. MacKay, of \$275,000. for the construction of two steamers.

It was announced, on the 30 November, that R. O. MacKay had been appointed a director of the newly-formed Myles Transportation Co. The other directors were R. & J. T. Williamson, of Niagara Falls, N. Y., C. J. Myles and Mrs. Ellen Dillon, both of Hamilton.

In all fairness to other vessel owners on the Lakes, it must be pointed out that the Hamilton & Fort William Navigation Co. was not the first to go shopping overseas for new tonnage. As far back as 1888, Marks & Co., of Port Arthur had had the steamer ALGONQUIN built in Yoker by Napier, Shanks & Bell and the ROSEDALE was built at Sunderland by the Sunderland Shipbuilding Co. for Hagarty & Co., of Toronto. The Montreal Transportation Co. had followed suit in 1893 with the BANNOCKBURN, built at Middlesborough by Sir Raylton Dixon & Co., and in 1896 with the ROSEMOUNT, built at Bill Quay on the Tyne by Wood, Skinner & Co. None of these vessels conformed to the type which had been developing on the Great Lakes, and which can be traced back to the propellers built for the second Welland Canal. These vessels all had their wheelhouses as far forward as possible, to facilitate navigating in the confined space provided by canal locks of those days, when clearances were measured in inches. Also their engines were placed as far aft as possible, thereby creating the maximum clear cargo space amidships. Many of those old propellers, in their later days, had their long deckhouses removed and replaced by cargo hatches, far better suited for the handling of all bulk cargoes. This design was followed on the U. S. side of the Lakes, as the iron ore trade reached major proportions, and dock machinery for unloading bulk cargoes was invented and put into service.

This then, was the general design followed by the Hamilton & Fort William Navigation Co. The two ships which emerged from their builders' yards in 1900 were of a type which was standard on the Lakes for the next 75 years. One other vessel of this new standard design was built at Toronto in 1900. She was the OTTAWA of J. R. Booth's Canada Atlantic Transit Co., constructed by the Bertram's Engine Works Company.

The season of 1900 began on the 25 April for the MacKays, when the schooner T. R. MERRITT spread her wings and set a course for Oswego. The propeller LAKE MICHIGAN left the following day for a visit to Muir Bros, dry dock in Port Dalhousie.

On the 30 April, the first heat of steel was poured at the new Open Hearth shop on Huckleberry Point. The Hamilton Steel & Iron Co. was now in business.

The Hamilton & Fort William Navigation Co. announced, on the 2 May, that their new vessels would be named STRATHCONA and DONNACONA. With regard to the former, it was noted that Wm. Southam, president of the company wrote a letter to the Rt. Hon. Lord Strathcona, on 11 May, seeking his approval of this name for the new vessel. His Lordship replied on the 25 May, stating his approval.

The STRATHCONA was launched on the 28 June at Dundee and was christened by the daughter of Mr. & Mrs. Grant Barclay. The builders were the Caledon Shipbuilding & Engineering Co. Ltd. and they also supplied the engine. The vessel measured 249.1 x 41.9 x 21.0, with a gross tonnage of 1, 881, net 1,465. Her engine was a triple expansion 18/30/50 x 36 and steam was generated in one Scotch marine boiler 15'6" x 11'0". Adam B. MacKay witnessed the launch. Hugh McIntyre, a consulting engineer from Glasgow supervised the construction.

The STRATHCONA presented a fairly sturdy appearance. She was quite full in the bow, with a forepeak deck which rose about 8 feet above the spar deck, and had solid plate bulwarks for half of its length. The wheelhouse stood about 11 feet high and its front was rounded with three large square windows. Atop this was an open navigating bridge with a canvas dodger and a rather flimsy framework, to carry an awning. The forward deckhouse containing the captain's quarters was 4 feet lower than the wheelhouse and situated immediately abaft, extending out either side. Short bridge-wings extended almost to the vessel's sides. On the spar deck, the six hatches were split into two groups of three each by a bunk-house and there were two masts, one at the break of the forepeak and one immediately ahead of the boiler house. Each mast carried one cargo boom. She had a rather tall funnel placed well forward on the boiler house. Abaft the boiler house, the after house was slightly wider and a boat deck extended out to her sides. Solid plate bulwarks extended around the fantail, and she had a reasonably good counter stern.

As has already been stated, the Hamilton & Fort William Navigation Co. had originally wanted their new vessels by April 1900, but when A. B. approached the British shipbuilders, this proved to be an impossibility. Consequently he had to settle for next best, which was delivery during the summer months. Bearing in mind that unforeseen circumstances could disrupt this schedule, A. B. was faced with the demands of the Hamilton Steel & Iron Co., who were counting on these new steamers to bring iron ore for the furnace. It was obvious that a vessel would have to be acquired by charter, to fill the immediate need.

So it was that, in late May, or early June, the Norwegian steamer CARLO came to the Great Lakes, and she was no doubt the first ocean tramp steamer to do so. The terms of the charter must have brought considerable pleasure to Blom & Ohlsen, of Fredriksoern, Norway, the owners of the CARLO. She was to proceed to Conneaut, Ohio, where she would load steel rails from the Carnegie Steel Co. and deliver them to Fort William. She would then go to Two Harbors, Minn, and load ore for Hamilton, returning to Conneaut to repeat the circuit. She did, in fact, complete four or five of these round-trips during the 1900 season.

The CARLO, Capt. Carl E. Andersen, was an iron-hulled steamer, built in 1879 at Newcastle-upon-Tyne by the Palmers Shipbuilding Co. She measured 242.0 x 33.2 x 20.1, gross 1,228 tons, net 823. Her engine was a compound 28/52 x 36.

The Government dredge QUEEN was working in the Burlington Canal and on the 9 July, the CARLO approached, drawing 14 feet of water. Part way through the canal she grounded but the captain of the tug attending the QUEEN reluctantly agreed to tow her out of the mud. That day the Hamilton Spectator declared that "all the dock-workers of the city are employed at the Hamilton Steel & Iron Co., unloading the big steamer CARLO." Two McMyler Whirlies were in action on the dock and a third was being erected, but many men would be needed for clean-up work in the holds. They did very well, and the CARLO cleared for Conneaut the following evening.

The propeller LAKE MICHIGAN went ashore on Long Point, Lake Erie, on the 8 July, but was refloated and on the 14 July, she was on dry dock at Buffalo.

The CARLO was again stuck in the Burlington Canal on the 28 July, but managed to work herself free.

R. O. MacKay received a wire from A. B. on the 11 August, stating that the STRATHCONA was at Fame Point Reporting Station on the lower St. Lawrence, and hoped to be in Montreal, in two days.

The steam barge ERIN, towing the schooner F. L. DANFORTH arrived in Hamilton on the 14 August, with ore from Two Harbors and three days later, the CARLO was back in port again.

The STRATHCONA arrived at Toronto on the 18 August with a cargo of scoria blocks (slag brick) from Newcastle. The crossing took 17 days and she was brought across the Atlantic by Capt. Erikson. At Montreal, Capt. John A. Irving, of Hamilton, took command and after unloading at Toronto, she cleared for Conneaut, to load rails.

On the 5 September, the largest cargo of ore yet received, came into Hamilton in the ROSEDALE, Capt. Jas. Ewart. The cargo amounted to 1,850 tons.

Capt. W. A. Corson lost the schooner T. R. MERRITT on 12 September, when she was driven ashore in a gale on Nine Mile Point, west of Oswego. Capt. Corson and his crew got ashore before the life-savers appeared on the scene, but the schooner was a total loss. Her value was placed at only \$5,800. and there was no insurance. R. O. made a trip to examine the wreck.

The DONNACONA was launched on the 22 September, at Bill Quay, on the Tyne, by Wood, Skinner & Co. Ltd. She measured 245.0 x 42.6 x 20.8, with a gross tonnage of 1,906, net 1,222. She had a triple expansion engine 18 1/2 /30 1/2 /51 x 36, built by the North East Marine Engineering Co.

She was completed by the end of October and she began her maiden voyage on the 1 November, when she sailed for Barcelona with a cargo of Coal. She then went Cartagena and loaded iron ore back to Maryport, after which she was placed in the West African trade until the spring of 1901.

Meanwhile the ore trade into Hamilton was quite active. The steamer SEGUIN arrived from Two Harbors on the 22 September, and she was followed by the ALGONQUIN, two days later. The STRATHCONA made her first appearance in Hamilton on the 28 September, having successfully negotiated the troublesome Burlington Canal. She came to anchor in the harbour, since there were already two vessels at the ore dock.

The Welland Canal was tied up on the 10 October, when the new steamer WACCAMAW tore two gates off Lock 6. This was a chronic situation which occurred at least once every season and resulted from a stupid design used in building the locks. This, together with the unceasing problems with the Burlington Canal, finally forced the Hamilton Steel & Iron Co. to move their ore dock to Point Edward.

On the 16 October, the STRATHCONA went aground in the Burlington Canal, and remained so for two days. This was repeated on the 2k November, but this time, a dredge pulled her off the same day.

The STRATHCONA spent the winter of 1900/01 in lay-up at Hamilton and on the 22 April 1901, she sailed for Chicago, to start the new season. She was held up for some time at Port Dalhousie, waiting for the Welland Canal to open, but finally reached Lake Erie. On the 2 May, she crossed Lake St. Clair and entered the St. Clair River, immediately being involved in the biggest ice-jam on record. Besides the STRATHCONA, there were 75 other vessels stuck in the ice. She got free of the ice on 7 May.

While the STRATHCONA was having her troubles in the ice, a fairly lively season was shaping up on Lake Ontario. The steamer MACASSA had commenced her season on the 22 April and the first coal cargo arrived the following day in the schooner SIR C. T. van STRAUBENZEE. The Richelieu & Ontario Navigation Co. started with the old steamer HAMILTON sailing for Montreal on the 30 April, and she was to be joined later by the ALGERIAN and the SPARTAN.

On the 1 May, MacKay's LAKE MICHIGAN left for Montreal with a cargo of grain from Dunlop's warehouse. On the same day, at the shipyard, the keel was laid for the composite barge HAMILTON. She would be built for the Montreal Transportation Co, by the Hamilton Bridge Works, and would be their final effort in the field of shipbuilding.

The schooner EMERALD, Capt. McMaster, came in with coal from Oswego on the 3 May for the Rogers Coal Co. After unloading, she moved over to Dunlop's to load grain back to Oswego, clearing late on the 4 May. The steamer ARABIAN arrived from Port Dalhousie that day and loaded general cargo for Port Arthur. Capt. Patenaude was in command.

The old reliable schooner W. J. SUFFELL, Capt. Corson, tied up at Myles' coal dock on the 6 May, looking somewhat bedraggled, after a rough trip from Oswego. Capt. Corson was in the market for some new canvas. On the 11 May, the LAKE MICHIGAN set out on her second trip to Montreal and two days later, the MELBOURNE made her first appearance in port, when she arrived from Montreal with general cargo.

The dredge NIPISSING was back in the Burlington Canal on the 16 May to resume the work of deepening the channel, hopefully to 16 feet. The steamer OCEAN arrived the following day from Montreal.

The MELBOURNE and the PERSIA both came in from Montreal on the 20 May and the latter vessel berthed at the Hamilton Steel & Iron Co. dock to load pig iron, before returning to Montreal.

The STRATHCONA made her first call on the 29 May and scraped bottom getting through the Burlington Canal, but she made it. She departed on the 1 June with two passengers, Messrs. Wilcox and Doolittle, of the Hamilton Steel & Iron Co.

On the 7 June, the steamer BERMUDA and barge PAISLEY arrived with iron ore. The BERMUDA was unloaded first, and having some time to kill while the barge was discharging her cargo, the captain decided to move up to the City Docks, probably in search of some shore-side entertainment. In so doing, he blundered onto the Rush Bed and it took him four hours to get off it. This day, the 8 June, was a red-letter day for the STRATHCONA, She came in from Michipicoten Harbour and got through the canal without touching bottom!

A well known man in the shipping business, and an associate of the MacKays, William A. Geddes, died on the 11 June, at his residence, 134 Carlton St. in Toronto, at the comparatively early age of 55. He had evidently been ill for some time. Mr. Geddes had been in the business for approximately 25 years, and during a great part of this time, had been the lessee of Mowat's Wharf, which, after its acquisition by the City, was renamed Yonge St. Wharf. He was a large shareholder in the steamers PERSIA and OCEAN and was formerly connected with Messrs. Hagarty & Grasset in the shipping business.

The steamer MYLES, which was not the luckiest vessel on the Lakes, stranded on the Three Star Shoal, about 17 miles from Parry Sound, according to a report on the 13 June. She was on a voyage from Fort William to Depot Harbour with grain at the time. She was refloated on the 14 June, and booked for a visit to the Collingwood Dry Dock. Also on the 13 June, the ALGONQUIN, downbound from Michipicoten Harbour to Hamilton with ore, went aground on Point Pelee. The tug HOME RULE was dispatched to assist her and she arrived at Hamilton on 16 June.

R. O. MacKay's second wife, Mary Eleanor, died on the 20 June, at their residence, 56 West Ave. South. The cause of death was given as tuberculosis.

The steamer ROSEDALE, inward bound with iron ore, grounded briefly at the entrance to the canal on the 24 June.

MacKays' new steamer DONNACONA arrived at Norfolk, Virginia with iron ore on the 12 July. After unloading her cargo, she would load coal for Montreal. R. O. MacKay and C. J. Myles left the next day for Norfolk.

The schooner SLIGO, of St. Catharines, arrived on the 29 July with a cargo of lumber from Little Current, for the Ontario Box Co. She berthed at McIlwraith's Wharf. The SLIGO was a three-masted schooner and was built in 1874 at St. Catharines.

The steamer ADVANCE, which was originally the SIR S. L. TILLEY, came in with ore from Michipicoten Harbour on the 30 July, and was followed a day later by the ROSEDALE, from the same port. That was the day that traffic on the Lower Canals again came to a halt. The steam-barge HEBRON, en route from Oswego to Ottawa with coal, tore all four gates off Lock 17 at Cornwall, thus causing the worst tie-up since 1895.

The DONNACONA arrived at Montreal with 2,800 tons of bituminous coal from Norfolk on the 4 August. She had stopped at Sydney, N. S., for bunkers.

Things were pretty hectic around the Hamilton Steel & Iron Co. dock on the 8 August. The STRATHCONA had come in with ore from Michipicoten Harbour, as had the ROSEMOUNT with her barges MELROSE and SELKIRK, while the BANNOCKBURN, with barges WINNIPEG and DUNMORE as well as the INDIA and one barge, probably the CEYLON, had all arrived from Two Harbors, Minn. The STRATHCONA after unloading, took on pig iron and sewer pipe for Fort William.



The Hamilton & Fort William Navigation Company's new DONNACONA came into port late on the 11 September with a cargo of ore from Michipicoten Harbour. She was very similar in appearance to the STRATHCONA. On the 20 September the steamer RUBE RICHARDS and barge MAY RICHARDS arrived at the ore dock from Marquette, Mich., as did the steamer ERIN and her barge F. L. DANFORTH from Michipicoten Harbour.

The last ship-launching in Hamilton took place on Saturday, 21 September when the barge HAMILTON slid down the ways in a most satisfactory manner. The sponsor was Miss Enid Hendrie, daughter of Wm. Hendrie, Gen. Mgr. of the Hamilton Bridge Works. The steamer ACACIA towed the barge back to the yard for fitting out. This vessel measured 202.2 x 41.0 x 13.1. Her gross tonnage was 996; registered tonnage 970. Among those in the launching party were H. Carscallen, K.C., M.L.A., F. C. Bruce, M.P., Adam Brown, Wm. Hendrie Jr., all of Hamilton, Capt. Donnelly, Kingston and from the Montreal Transportation Co., Montreal, B. MacLennan, Lawrence Henderson, Albert Ogilvie and Capt. Gaskin. The barge was turned over to her owners on the 14 October, when their tug DAVID G. THOMSON took her in tow for Charlotte, to load coal.

Even the MacKays' old LAKE MICHIGAN was pressed into service in the iron ore trade. She arrived at Hamilton on the 18 October, from Michipicoten Harbour. She had called at Detroit two days before, to land Capt. Harvey Colville, who had fallen into a hatchway.

The grain trade was attracting the attention of shipowners in November and on the 12th of that month, the MYLES arrived in Owen Sound with 40,000 bus. of wheat from Fort William. This voyage had taken over a week as she had gone aground in Meldrum Bay, while seeking shelter. On the 17 Nov., the STRATHCONA, drawing 18'6", delivered 110, 000 bus. of Manitoba wheat to the Grand Trunk Elevator at Collingwood. The LAKE MICHIGAN, MYLES and DONNACONA were all at Fort William on the 19 Nov., waiting to load grain cargoes.

Navigation closed at Hamilton on the 18 December, when Capt. Campbell extinguished his lights. The winter lay-up fleet was a meagre one, consisting of the ARABIAN, LAKE MICHIGAN, schooner W. J. SUFFELL, MACASSA, MODJESKA and ACACIA. Happily, the Hamilton Steamboat Co. declared a 10% dividend.

The season of 1901 had been a highly successful one for the MacKays and other shipowners. The port of Hamilton had seen a great deal of action, thanks to the iron ore trade, which in 1902 would be a thing of the past. Harbour tonnage during 1902 would consist of coal and general cargo. In the summer, a strike of miners in the anthracite coal fields put a damper on that trade, and produced a panic toward the end of the season when the strike was finally settled. As a result of the delays in the Welland Canal and the continuing difficulties in maintaining suitable depth of water in the Burlington Canal, the Hamilton Steel & Iron Co. was forced to find a dock location on deep water. An agreement was made with the Grand Trunk Railway and on the 1 February 1902, a report from Port Huron, Mich., stated that Messrs. Wilcox and MacKay, of Hamilton, had spent two days with Grand Trunk officials, inspecting dock facilities in the Sarnia area. Subsequently an ore dock was established at Point Edward, immediately upstream from the Grand Trunk sheds, and this facility was used until the end of the 1930 season.

Hugh Fairgrieve, brother of Capt. John B. Fairgrieve, passed away at his lodgings at 19 Charles St. South, in Hamilton on the 2 March 1902. He was born in 1837 in Dundas,

a son of the late John Fairgrieve who was a well known merchant in the City. He served his apprenticeship as a mechanical draftsman at the Dundas Foundry, operated by John Gartshore and a few of the notable projects on which he was engaged included the machinery for the car-ferry GREAT WESTERN in 1866, the famous engines for the Hamilton Water Works in 1867/68 and the machinery for the Canada Southern Ry. car-ferry TRANSFER in 1872. He was not married and was survived by his brother Capt. John, and four sisters.

A report from Sault Ste. Marie on the 13 March told of the application made by solicitors Hearst & McKay, of that City, for incorporation of the New Ontario Dock & Coal Company. The applicants were William Southam, R. O. MacKay and A. B. MacKay, of Hamilton, and R. H. Knight, J. C. Boyd, and W. B. Rosevear, of Sault Ste. Marie. Capital stock was set at \$100, 000. in 1, 000 shares and land had been acquired.

Hamilton Harbour began to show signs of life on the 4 April, when the schooner W. J. SUFFELL, Capt. Van Dusen, sailed for Fairhaven. She returned on the 9 April to officially open navigation for 1902. The LAKE MICHIGAN left on 13 April for a visit to the dry dock at Pt. Dalhousie.

The DONNACONA sailed from Fort William on the 14 April, with grain for Midland. The LAKE MICHIGAN returned from Pt. Dalhousie and loaded general cargo for Fort William, sailing on 21 April, with Capt. W. A. Corson in command.

The OCEAN arrived from Toronto on the 30 April and sailed the next day on her first trip of the season to Montreal.

The STRATHCONA made her first appearance in Hamilton on the 20 May. She had been loading gas pipe in Toronto, for Clergue's steel plant at Sault Ste. Marie and called at Hamilton to take on supplies before sailing for Cleveland to load barbed wire for Fort William. Capt. J. A. Irving was in command.

The big news on the Hamilton waterfront at this time, was the decision of the Deering Harvester Company to construct a plant just to the south of the Hamilton Steel & Iron Co. This property had frontage on Sherman Inlet, where a wharf and shed were subsequently built. This would create a westward movement of farm machinery to the Prairie Provinces for many years.

The MacKays were in the news on the 9 June, when it was announced that a charter had been granted to the New Ontario Steamship Company.

The capital was \$100, 000 and the officers were W. G. Walton, pres.,

R. O. MacKay, vice-pres., W. Magee, sec.-treas. and A. B. MacKay, managing director.

The steamer MYLES, which could never keep out of trouble for too long, ran aground in dense fog on Shangoina Island, to the east of Thunder Cape on Lake Superior, on the 6 July. Two days later, the steam barge ENERGY and tug SUPERIOR successfully refloated her and she was sent to Duluth, for dry docking.

The MacKays were having a very good season. The DONNACONA and the STRATHCONA had been kept busy, and the old LAKE MICHIGAN was plodding up and down, from Montreal to Fort William, a trade she shared with the ARABIAN. The OCEAN was running steadily on the Montreal-Hamilton service, along with the CUBA and the PERSIA.

On the 5 September, a news item stated that "R. O. MacKay and W. Magee, of the New Ontario Steamship Co. were leaving immediately for Great Britain to order additional vessels, and to arrange for delivery of those ordered some time ago."

On the 6 September, the MYLES, downbound from Chicago with a cargo of wheat, ran aground on a mud bank at the foot of Fighting Island in the Detroit River. To complicate matters, the river level dropped 5 inches. The salvage steamer SAGINAW and the tug PEERLESS were sent to her aid. She survived this mishap and continued her voyage. Ten days later she arrived in Hamilton from Kingston, and loaded general cargo for the Soo and Fort William. This was her first appearance in her home port in two years.

The LAKE MICHIGAN was in trouble on the 7 October, When she sprung a leak after leaving Kingston, en route to Toronto. Capt. Houston put her ashore on Nine Mile Point and the tug DONNELLY was sent to pump her out.

R. O. & A. B. MacKay leased premises at 6 Market Square, in Hamilton, and during October, these were being remodeled to handle retail coal sales.

On the 20 October, there arrived at MacKay's Wharf, the steam barge P. H. BIRCKHEAD, Capt. W. J. Hayes, schooner-barge JAMES G. BLAINE, Capt. C. H. Ripson, and the schooner-barge CHARLES H. BURTON, Capt. Thos. McDermott. This collection of elderly vessels were owned by Capt. Wm. F. Warren, of Tonawanda, N. Y., and were all loaded with bituminous coal. They spent the remainder of the season bringing coal cargoes to Hamilton. The coal strike was settled by the 29 October and from then on, cargoes of anthracite were arriving daily.

R. O. MacKay and Wm. Magee returned from overseas on the 12 November and reported that the two steamers ordered for the New Ontario Steamship Co. were under construction and would be here in time for the 1903 shipping season.

The steamers MELBOURNE and OCEAN came into port on the 29 November, on their last trips from Montreal. MacKays booked the LAKE MICHIGAN, ARABIAN and ERIN for the Oswego-Hamilton coal trade in December.

By the 3 December, it was realized that the Montreal Transportation Company's steamer BANNOCKBURN had foundered on Lake Superior, with all hands.

The LAKE MICHIGAN, Capt. W. A. Corson, and the ERIN, Capt. Sullivan, came in on the 11 December with coal after a very rough trip from Oswego. The STRATHCONA had gone into winter quarters at Midland and the DONNACONA laid up at Depot Harbour.

An unexpected cargo of coal arrived in Hamilton on 16 December when the schooner ABBIE L. ANDREWS, running before an easterly gale, came into port. She left Charlotte on 11 December, with 700 tons of coal, in tow of the steam barge RESOLUTE, for Deseronto. When the storm developed, the captain of the RESOLUTE decided he could no longer handle the tow, so relieved himself of it forthwith. Capt. Frank Boland got some canvas on the old schooner and headed west. She was sighted off Charlotte on the 14 December and made fairly good time all the way to Hamilton. She laid up for the winter at MacKay's Wharf. At the same time, the steam-barge ORION, with coal for the Hamilton Steel & Iron Co. was in trouble with ice in the Welland Canal. One of Carter's tugs was assisting her.

The winter lay-up fleet consisted of the ORION at the Hamilton Steel & Iron Co, dock, the MACASSA and MODJESKA at the Hamilton Steamboat Co. wharf, and at

MacKay's Wharf, the LAKE MICHIGAN, NIPIGON, barge BISSELL, barge MELBOURNE and schooner ABBIE L. ANDREWS. The schooner ST. LOUIS was at McIlwraith's Wharf, the ARABIAN was at Browne's and the ACACIA and steam barge CHUB were around at Simcoe St. Wharf.

On the 9 January 1903, the MacKays announced that the new package freight steamer being built in Scotland for the New Ontario Steamship Co. would be named WAHCONDAH and delivery was scheduled for early May.

The steamer MYLES was wintering at the Poison Iron Works in Toronto where some work was to be done on her boilers. On the 25 January, fire caused about \$2,000. worth of damage to her after end.

In February, a request was made to the Government for further dredging in the area of the ore dock at Point Edward. Vessels drawing 16 feet frequently had trouble getting alongside to dock, and a depth of 20 feet was suggested.

The WAHCONDAH was launched at Port Glasgow by Russell & Co. on the 13 March. Somewhat of an "ugly duckling", she did not conform to the good design of the STRATHCONA and DONNACONA and it would appear that the MacKays had purchased a hull already under construction, for the coastal or short-sea trades of the British Isles. Her completion as a laker was obviously fast and cheap. She measured 230.4 x 37.1 x 21.8 and had a gross tonnage of 1,575, net 976. These dimensions would of course, make her easier to handle in the old canal locks where the full-size canallers had only inches to spare. When Canada Steamship Lines built their "City" class package freighters from 1925 to 1927. they chose almost identical measurements. The WAHCONDAH's engine was a triple expansion 18/28/47x33 and was supplied by J. G. Kincaid & Co., of Greenock. Despite her strange appearance, this vessel had a long and successful life.

By the 19 March, most of the ice was out of the harbour, but the Welland Canal was not scheduled to open until 10 April.

A. B. MacKay was spending the winter in Scotland, having been at Port Glasgow for the launching of the WAHCONDAH and he would, no doubt, visit the Grangemouth & Greenock Dockyard Co., where the next vessel was to be built for delivery in September.

The Hamilton waterfront began to awaken from its winter hibernation on the 30 March, when the MACASSA, Capt. Cooney, sailed on her first trip of the 1903 season, to Toronto. On 2 April, the schooner ST. LOUIS, Capt. Geo. Williamson, cleared for Oswego for a cargo of coal.

The Hamilton & Montreal Navigation Co. was incorporated, according to a news item on the 7 April, and this company took over the ownership of the LAKE MICHIGAN. The principals were R. O. & A. B. MacKay, D. D. Newton, J. W. Nesbit, K.C. and John G. Gauld.

On the 9 April, a brief news item stated that the DONNACONA had sustained some damage in a collision at Chicago and R. O. MacKay had gone to meet her in Buffalo. Meanwhile, the Oswego coal trade was in full swing and a number of vessels had arrived in port with coal. The steam barge ORION, which had wintered at the Hamilton Steel & Iron Co. dock, had fitted out and moved up to Browne's Wharf, where she was loading a cargo of timber for Kingston.

The WAHCONDAH, having been hastily completed, sailed from the Clyde on the 11 April with a cargo consisting of pig iron, fire brick and pickles.

The MacKays and J. B. Fairgrieve were advertising the ARABIAN, sailing about the 14 April, with general cargo for the Lakehead. She got away on the 16 April. The schooner ABBIE L. ANDREWS, which had unintentionally wintered at Hamilton, was being kept busy by the MacKays, in the coal trade. On the 30 April, the OCEAN arrived on her first trip from Montreal.

The WAHCONDAH, after 23 days at sea, passed Cap Madeleine, on the St. Lawrence, on the 4 May.

The LAKE MICHIGAN began her season on the 7 May, when she sailed for Montreal with Capt. W. A. Corson in command.

Capt. Kish took over the WAHCONDAH at Montreal and proceeded up the canals, but at Farran's Point, she rammed the approach wall to the lock and holed her port bow. News reports proclaimed loudly that she had sunk but MacKays' office stated that she had not. In any case, the tug DONNELLY and barge GRANTHAM were dispatched from Kingston to assist her. The steam barge IONA arrived at the scene and lightered a quantity of pig iron and the WAHCONDAH's forward compartment was pumped out, and the hole received a temporary patch. She then resumed her voyage to Hamilton, where she arrived on the 17 May. The IONA came in the day before with the pig iron.

During the summer of 1903, the WAHCONDAH and the old LAKE MICHIGAN made frequent visits to Hamilton with general cargo to and from Montreal. It was not until the morning of 9 October that R. O. & A. B. MacKay received a telegram from the Fame Point Reporting Station stating that their new vessel, the NEEPAWAH, had passed up the Estuary of the St. Lawrence. She would be placed under the ownership of the New Ontario Steamship Co., together with the WAHCONDAH. She had made an excellent crossing, being only 12 days out from the Clyde.

On her arrival in Hamilton on the 24 October 1903, to load general cargo for the Upper Lakes, the NEEPAWAH was given a rousing welcome in the local press and many were the compliments paid her for her fine appearance. This of course, was probably due to attempts to compare her with her running-mate, the WAHCONDAH, which seemed to have been put together without the benefit of a naval architect. The NEEPAWAH set the pattern for all the MacKay canallers built in Great Britain after 1903 and she resembled very closely several vessels built for the Montreal Transportation Co. the same year. That firm did not, however, repeat the design.

The NEEPAWAH measured 244'0" x 39' 10" x 21'8" and had tonnages of 1,799 Gross and 1,190 Net. She was built at Greenock by the Grangemouth & Greenock Dockyard Co. Ltd. and was Hull No. 245. Her official number was 102579. She was fitted with a triple expansion engine 20 1/2 / 34 / 56 x 36 which was built for her by John G. Kincaid & Co. Ltd, of Greenock and the two Scotch Marine boilers measuring 14'0" x 10' 6" were supplied by McLachlan & Co. Ltd., of Paisley.

The NEEPAWAH might be considered impressive, in a rakish sort of way, but one could not really call her handsome. Comparing her to the STRATHCONA, whose design was both efficient and good-looking, she represented a backward step, with her bridge structure abaft No. 1 hatch - a good idea for a vessel built for service on the turbulent waters of the Irish Sea or the Bay of Biscay, but an awkward and dangerous precedent to set for a fleet of vessels destined to spend a goodly part of their existence in the restricted confines of the Welland and St. Lawrence Canal locks. When clearances are measured in inches, it helps if the wheelsman can see the old wooden gates close under the bow. The

remaining MacKay canallers built for the company followed the same design as the NEEPAWAH and only the WINONA of 1906 had her bridge structure relocated onto the forecastle.

The season of 1904 passed without too much excitement to interfere with the regular calls of the package freighters and the daily comings and goings of the MACASSA and the MODJESKA. Nothing of great importance occurred involving R. O. & A. B. MacKay until the 18 November when the steamer OCEAN was destroyed by fire on Muir Bros' dry dock at Port Dalhousie. She had been docked two days previously for hull repairs after which she was to lay up for the winter in Toronto. So the story of the OCEAN ended where it began in 1872 - in S. Andrews' shipyard just across the pond from the dry dock.

The fire broke out in the afternoon and all hands, including a few ship-carpenters got ashore, although no personal belongings were saved. The village of Port Dalhousie had no fire-fighting equipment so a call for help was sent to St. Catharines, where, after due consideration, a livery-stable team was hitched to an old Hyssop & Ronald steam pumper. Some 40 minutes later this venerable machine arrived at the scene but the super-structure had burned away and the dock was being flooded. There was nothing worth saving. Besides, the Wentworth Navigation Co. carried insurance on the OCEAN. The passing of this steamer left a void in the still-popular passenger service to Montreal.

During 1904, the Union Steamship Co. Ltd. was incorporated at Hamilton and would be managed by R. O. & A. B. MacKay. The new company gave an order for a canal-sized tween-deck steamer to the Caledon Shipbuilding & Engineering Co. Ltd. at Dundee. This vessel, similar in appearance to the NEEPAWAH, was named GLENELLAH and was launched in August 1905, as reported in the Hamilton Spectator on the 28th of that month. Her dimensions were 250.0 x 43.2 x 23.5' with tonnages of 2,272 Gross and 1,454 Net and her triple expansion engine 19 1/2 / 33 / 54 x 36 was built at Caledon's Lillybank Engine Works in Dundee, as were the two single-ended boilers.

While the GLENELLAH was making her way across the Western Ocean, disaster struck closer to home. On the night of 19/20 September 1905 the steamer MELBOURNE was destroyed by fire. On a voyage from Hamilton to Montreal with general cargo, she had tied up for the night at the East end of the Murray Canal, about 3 miles from Trenton. Fire started in the forward end about midnight and spread with great rapidity, as was to be expected, causing some near escapes on the part of the crew. Only the hull, boiler and engine remained.

During the season of 1905 the captains and chief engineers in the fleet were:

STRATHCONA - Capt. John Irving & Ch. Eng'r. Wm. Harman  
DONNACONA - Capt. J. W. Maudsley & Ch. Eng'r. J. S. Duguid  
WAHCONDAH - Capt. Harry Zealand & Ch. Eng'r. John Waller  
NEEPAWAH - Capt. Oliver Patenaude & Ch. Eng'r. Jas. Smeaton  
LAKE MICHIGAN - Capt. J. H. Fitzgerald

Another vessel appeared at this time and remained only briefly in the MacKay fleet. This was the wooden freighter OSCEOLA which the MacKays acquired in an excursion into the second-hand tonnage market. They renamed her GOLSPIE, honouring the birthplace of Aeneas D. MacKay, but as things turned out she would be better forgotten.

Built in 1882 at West Bay City by F. W. Wheeler & Co. the OSCEOLA measured 183'5" x 33'9" x 13'5" and had tonnages of 980 Gross and 787 Net. She was Wheeler's

Hull No. 15 and her official number was US155063. Her engine was a fore & aft compound 20/40 x 36 built by S. F. Hodge & Co. at Detroit and steam was generated in a fire-box boiler.

On the 7 November 1887, while en route from Duluth to Buffalo with a cargo of flour, she blundered onto Flat Rock Reef near Port Austin, Mich. This was blamed on heavy bush-fire smoke. She stayed there until refloated on 18 September 1888 by the tug MERRICK. During the winter of 1888/1889 she was rebuilt at Port Huron, Mich., coming out as a bulk freighter, rather than a package freighter, which she had been previously.

In 1906, the Golspie Steamship Co. Ltd. was set up with R. O. & A. B. MacKay as managers, and they succeeded in securing a charter for her as a Lighthouse Tender for the Upper Lakes.

Also in 1906, the old LAKE MICHIGAN was sold for further trading to a buyer in Sarnia. The Hamilton & Montreal Navigation Co. Ltd. replaced her with the steamer DUNDURN, thereby filling the vacancy left by the OCEAN and the MELBOURNE. This vessel, purchased in February, was built as the F. & P. M. No. 2 in 1882 at Wyandotte by the Detroit Dry Dock Co. Her dimensions were: 142.0 x 30.2 x 12.2 but within a year she was lengthened at Manitowoc by Burger & Burger, This gave her a length of 177.7 feet and tonnages of 771 Gross and 632 Net. She had a fore & aft compound engine 21/37x36 built by the Dry Dock Engine Works, Detroit, and a fire-box boiler 8'6"x16'0" supplied by Desotelle & Hutton, of Detroit.

The F. & P. M. No. 2 was renamed PERE MARQUETTE 2 in 1901 and two years later was sold as the railroad company had decided to concentrate on car-ferries. She passed through the hands of several owners before being renamed DUNDURN on the 11 July 1906. She was registered in the name of R. O. MacKay on 26 July 1906, and was transferred by Bill of Sale to the Hamilton & Montreal Navigation Co. Ltd. on the 1 September 1906. As a carrier of passengers and package freight she proved to be a handy vessel for the Hamilton to Montreal trade.

She remained in that service until 1913, when she was reduced to barge rig. As such she foundered in Lake Ontario on 15 July 1919, as reported by her owners, Canada Steamship Lines Ltd.

The appointments for the MacKay Fleet in 1906 were:

STRATHCONA - Capt. John Irving and Ch. Eng'r. Wm. Harman

DONNACONA - Capt. J. W. Maudsley and Ch. Eng'r. J. S. Duguid

WAHCONDAH - Capt. Harry Zealand and Ch. Eng'r. Jas. Waller

NEEPAWAH - Capt. Oliver Patenaude and Ch. Eng'r. Andrew Leitch

PERE MARQUETTE 2 - Capt. John Malcolmson and Ch. Eng'r. Robt. Mackie

GOLSPIE - Capt. H. N. McMaster and Ch. Eng'r. H. A. Derome

Two more companies were incorporated in 1906, The Dundee Steamship Co. Ltd., and the Winona Steamship Co. Ltd., as owners of the new steamers DUNDEE and WINONA, respectively. The list of officers of the latter company follows and was typical of the MacKay companies, with some juggling of names:

Pres W Southam

V. Pres. R. O. MacKay

Gen. Mgr. A. B. MacKay

Sec. F. A. Magee

Directors: G. Lynch Staunton, J. P. Steedman, J. A. Milne, G. Hope, W. G. Walton, F. H. Whitton, J. W. Nesbit and C. W. Band.

For their next vessel, the MacKays returned to the Scottish shipbuilders whom they had first patronized - the Caledon Shipbuilding & Engineering Co. Ltd., at Dundee. The vessel was the DUNDEE, another of the "Neepawah Class" measuring 250'0" x 43'2" x 23'5" and having tonnages of 2, 278 Gross and 1, 431 Net. Her engine, a triple expansion 17 1/2 / 33 / 54 x 36 and her two Scotch boilers 11'0" x 15'0" were supplied by the shipbuilders. She was their Hull No. 41 and her official number was 112208, She was registered at Hamilton on 4 Dec. 1906 by the Dundee Steamship Co. Ltd. and transferred on 10 Apr. 1907 by Bill of Sale to Jas. Turnbull and Thos. Hobson, joint mortgagees. Her register was transferred to Dundee on 13 April 1907.

The other vessel to come out in 1906 was the WINONA and the contract for her construction was the first given to a shipbuilder outside Scotland, by the MacKays. It went to Swan, Hunter & Wigham Richardson Ltd, at of Wallsend-on-Tyne, England. This firm had come into being in 1903 when Wigham Richardson & Co. Ltd. (1842-1903) merged with C. S. Swan & Hunter Ltd. (1863-1903), both shipyards being neighbors on the shore of the River Tyne at Wallsend. This place was so-named because it was at the end of the great wall built by the Roman Emperor Hadrian in the year 120 A. D. This ancient structure was exposed to the light of day in 1903, in an excavation in the C. S. Swan & Hunter yard during the building of the Cunard liner CARPATHIA.

The WINONA had dimensions of 252. 0 x 43. 5 x 21. 3 and tonnages of 2, 085 Gross and 1, 327 Net. The builders' hull number was 771 and her official number was 122851. Her triple expansion engine 20 1/2 / 33 / 54 x 36 was built by MacColl & Pollock Ltd., of Sunderland. The steamer was completed in late summer and delivered in September, but it was not long before she came to the attention of the Marine Reporters. On the 4 October 1906, while on her first voyage to Georgian Bay, she stranded on the Giant's Tomb, off Christian Island, receiving considerable bottom damage and thereby commencing an unpleasant 4th Quarter for R. O. & A. B. MacKay and their associates. She was subsequently refloated and taken to the Owen Sound dry dock for repairs.

Hot on the heels of this mishap came word on the 10 October stating that the NEEPAWAH, upbound on Lake Huron in heavy seas, had sustained much damage to her cargo of machinery, probably farm implements loaded at the International Harvester Wharf in Hamilton.

On 19 November, the WINONA was back in the news. She had loaded approximately 3,000 tons of Portland Cement at Owen Sound for her third trip after coming off the dry dock. She was under charter to the C. P. R. and the railway had assembled the cargo from from the National plant at Durham, the Rathbun plant at Marlbank and from among the three cement works doing business in the Owen Sound area, the Sun, the Imperial and the plant at Shallow Lake. She cleared Owen Sound on the 16 November and got as far as the Duck Islands, where she struck the Jenny Shoal. Capt. Dix was able to get her off but as she was making water, he beached her and sent word for a tug and lighter. The salvage steamer FAVORITE came from the Soo, refloated her, and towed her to Collingwood where the damage was assessed. She was now abandoned to the underwriters, having been declared a constructive total loss. In the "Marine Review" of 10 January 1907, the following advertisement appeared:

s. s. WINONA for sale



"s. s. WINONA, 2,085 Gross Tons, as she now lies afloat in Collingwood Harbor, where she can now be seen and particulars of her condition can be ascertained. Sealed bids accompanied by certified cheques for 10% of the amount of the bid to be delivered by noon, Jan. 17th at the office of Lloyds Agent, R. Parry-Jones, 321 Perry Payne Bldg., Cleveland where bids will be opened in the presence of intended purchasers. The right to reject any or all bids is reserved."

The Winona Steamship Co. Ltd. was able to re-purchase their steamer and early in the 1907 season they had the WINONA towed to Ecorse where the Great Lakes Engineering Co. undertook the necessary repairs and replacement of frames and plates.

The WINONA was not the end of the MacKays' troubles, - the worst was yet to come. The GOLSPIE, near the end of the season was booked for a cargo of grain from Fort William to Owen Sound, and having loaded, she proceeded down Lake Superior. When within 25 miles of Whitefish Point, Capt. Boulton is believed to have decided that the going was a bit too heavy and so, turned about and headed in a northerly direction. As the GOLSPIE made her way through the steadily-falling snow, she came dangerously close to the coast and on the 4 December, she grounded in the vicinity of Brule Bay. Here she remained and ultimately went to pieces as soon as the west wind turned her resting place into a windward shore. The only thing left was a very bad smell which was eagerly seized upon by certain newspapers, especially a Toronto rag which had always made a point of jeering at any situation involving Hamilton. The GOLSPIE had among her crew a quintet of troublemakers, two Englishmen, two Scots, and one Irishman who became the cause of all the unfavourable publicity heaped upon her and the MacKays. There were too many questions which would go forever unanswered if one can believe the stories of the survivors. Why was the vessel sailing in December, on Lake Superior, with her pumps unserviceable? Was the captain ordered to lose the steamer? There were complaints that food was in short supply but if the owners intended to winterize the vessel, there should be supplies for the ship-keeper. Unfortunately, the rights of the case will not be known.

The season of 1907 began with an announcement on the 18 April of the purchase by the MacKays of the steamer ROSEDALE from the St. Lawrence & Chicago Steam Navigation Co. Ltd. The ROSEDALE was built at Sunderland in 1888 by the Sunderland Shipbuilding Co. Ltd. This firm was established in 1882 and the ROSEDALE was their Hull No. 147, so the yard had obviously been a very busy place. As a result of the Post-War Depression, the company quietly disappeared from the scene in 1926. They had completed 330 vessels in the 44 years of their existence.

As acquired by the MacKays, the ROSEDALE measured 246.1 x 35'0 x 21.1 and her tonnages were 1,507 Gross and 977 Net. Her official number was 95265. She was powered by a triple Expansion engine 17/28/46 x 30 built by the North Eastern Marine Engineering Co. Ltd, Sunderland, who also supplied the two Scotch boilers.

The steamer had been lengthened in 1890 at Owen Sound by the Polson Iron Works. She was built with a length of 174.0 feet in order to transit the 200 foot locks of the old Beauharnois Canal, a stumbling block of long standing in the path of progress. The ROSEDALE served well in the package freight trade between Montreal and the Lakehead, and early in 1916 was requisitioned for war service on the high seas. She survived the war and was finally lost at sea after colliding with the steamer LUELLA in the Atlantic on the 8 April 1919.

The appointments for the fleet in 1907 were:

STRATHCONA - Capt. John Irving & Ch. Eng'r. E. King

DONNACONA - Capt. J. W. Maudsley & Ch. Eng'r. Robt. Mackay

WAHCONDAH - Capt. Hollingshead & (not named)

NEEPAWAH - Capt. O. Patenaude & Ch. Eng'r. Andrew Leitch

DUNDEE - Capt. Harry Zealand & Ch. Eng'r. Andrews

GLENELLAH - Capt. Geo. Mackie & Ch. Eng'r. R. Duguid

WINONA - (no appointment) Ch. Eng'r. John Duguid

DUNDURN - Capt. R. Cooney & Ch. Eng'r. Cote

On the 16 May 1907, the "Marine Review" reported that steel was now arriving for the new vessel which the Canadian Shipbuilding Co. Ltd. will construct for R. O. & A. B. MacKay of Hamilton. The vessel is of the arch type, with an improved method of construction of the tank-top. The dimensions will be: Length o. a. 460', b. p. 440', beam 53' and depth 29'. The engine will be quadruple expansion.

The inducement to own a vessel of greater carrying capacity came as a result of the Hamilton Steel & Iron Co. Ltd. having a second, and much larger, blast furnace built, thereby increasing considerably the demand for iron ore. The Grand Trunk Railway came under increased pressure also, to keep the necessary number of hopper-cars available, since the Point Edward Ore Dock was a ship-to-car facility, without any ground storage capacity.

As things turned out, the vessel was not built at Bridgeburg for the Toronto-based shipbuilders foundered in their own sea of financial problems. The shipyard that they had built did produce one vessel, the E. B. OSLER, in 1908 and was then shut down until revived by the Canadian Allis-Chalmers Co. for war contracts about ten years later.

On the 7 July 1907, the NEEPAWAH grounded in the Cornwall Canal and paid a visit to the Kingston Dry Dock where the damage was assessed at approximately \$1, 700.

To give an example of the daily comings and goings, the following shows the disposition of the fleet on the 30 September 1907:

NEEPAWAH at Montreal, loading general cargo for Fort William.

WAHCONDAH upbound on Lake Superior for Fort William.

GLENELLAH unloading grain at Owen Sound.

STRATHCONA loading iron ore at Michipicoten Harbour.

DUNDEE loading grain at Duluth, for Kingston.

DONNACONA ditto.

On the 23 October, the WAHCONDAH was downbound in the Welland Canal on a voyage from Fort William to Montreal with wheat and as she was approaching Lock 2, a very strong gust of wind caused her to ram the wing-wall of the lock. With her forepeak full, she staggered on across the pond and into Lock 1, where the divers examined her. There was plate damage and her stem was stove in. She was patched up and sent on her way but on her return to the Upper Lakes, she paid a visit to the Great Lakes Engineering Works at Ecorse for permanent repairs.

The fleet disposition on the 24 October 1907 was as follows:

NEEPAWAH loading general at Montreal.

ROSEDALE downbound on Lake Superior.

DUNDURN due at Montreal, from Hamilton.

DUNDEE upbound in the Detroit River,.

GLENELLAH loading grain at Fort William.

WINONA unloading iron ore at Point Edward.

STRATHCONA downbound on the Soo River with iron ore. The following news item appeared in the Hamilton Spectator on the 30 October 1907: "Sheriff Dawson, acting on a writ issued by R. O. & A. B. MacKay, of Hamilton, has tied up the Norwegian steamer POLLUX at Port Dalhousie. She was chartered by the MacKays to take a cargo of wheat to Norway but when loading was begun it was found that the vessel's holds were covered in coal oil." Evidently no one was interested in taking the responsibility of cleaning up the mess, so the MacKays cancelled the charter and are suing the owners of the POLLUX for \$6,000. damages.

There was some excitement at Lock 1, in Montreal Harbour on the evening of the 13 November when the NEEPAWAH steamed into the Lock and knocked the upper gates off. Above the lock was Basin No. 1, containing a very large quantity of water in addition to three river barges, the REGINA, the HURONA and the BELLA. The NEEPAWAH, of course, was flushed into the harbour immediately, and was followed by the REGINA which brought one of the lower gates with her. She collided with an ocean vessel and sank in 40 feet of water. She carried 35,000 bus. wheat valued at \$25,000. The barge was valued at \$10,000. Also torn loose from her moorings, the barge HURONA with 28,000 bus. wheat and 4,000 bus. flax seed sustained heavy damage. The barge BELLA escaped and lived to endure future batterings. The NEEPAWAH was lucky. She got away with only slight damage.

Word was received on the 5 December that the new steamer DUNELM had arrived at Sydney, C. B. I., on her delivery voyage from Sunderland. Her owners would be Dunelm Ltd., and the managers would be R. O. & A. B. MacKay. The DUNELM, according to her dimensions was an exact sister of the DUNDEE, with the exception of minor differences in tonnages. Her engine was identical, but was built by the North Eastern Marine Engineering Co. Ltd. The vessel was built by the Sunderland Shipbuilding Co. Ltd., and she would be the last canaller ordered by MacKays.

The DUNELM replenished her bunkers at Sydney and then steamed up to Montreal, where she wintered.

## **Chapter 5**

### **The Inland Navigation Co. Ltd.**

On the 25 March 1908, the Hamilton Spectator ran the following articles "The rumored big merger of several local navigation companies, hinted at several weeks ago in the Spectator, it is now understood, is well under way, a charter having been applied for. The new company will be called the Inland Navigation Co. and capitalized at \$1,000,000 with an issue of \$500,000 in bonds. The boat companies under the management of Messrs. R. O. & A. B. MacKay along with the MacKay Wharves at Hamilton and Montreal, their entire cartage warehousing and coal business their steamship DUNDURN, and also the New Ontario Dock & Fuel Co. Ltd. at Sault Ste. Marie are all included in the merger. Other companies interested include the Hamilton & Fort William Navigation Co. Ltd., the New Ontario Steamship Co. Ltd., the Union Steamship Co. Ltd., the Winona Steamship Co. Ltd. and the Dundee Steamship Co. Ltd. "

The DUNELM had a slight altercation with a schooner called LILLIE in the Cuyahoga River at Cleveland on the 17 July. The schooner sank and any damage to the steamer was repaired with some paint.

On the 12 August, the WAHCONDAH grounded at Farran's Point, but damage was minimal and the same could said the next day for the STRATHCONA which found bottom near the ore dock at Point Edward.

An incident of a more serious nature occurred on the 20 August when the NEEPAAWAH went ashore on Michipicoten Island. She was towed to Ecorse where the Great Lakes Engineering Works estimated that about \$25, 000 would cover repairs to a number of frames and 56 plates.

The DUNELM wound up the season by getting aground in the vicinity of Pointe Anne and was reported to be making water.

Layups for the winter of 1908/09 were as follows:

at Hamilton - DUNDURN and ROSEDALE.

at Sarnia - NEEPAAWAH.

at Goderich - DONNACONA, STRATHCONA, GLENELLAH & WINONA.

at Midland - DUNDEE, DUNELM & WAHCONDAH.

The Inland Navigation Co. Ltd., A. B. MacKay, Gen. Mgr., announced the appointments for the 1909 season as follows:

DONNACONA - Capt. J. W. Maudsley & Ch. Eng'r. Edwin Shaw

DUNDEE - Capt. Harry Zealand & Ch. Eng'r. J. L. Campbell

DUNELM - Capt. A. Albinson & Ch. Eng'r. J. A. Nichol

DUNDURN - Capt. R. Cooney & Ch. Eng'r. J. A. Morris

GLENELLAH - Capt. Geo. Mackie & Ch. Eng'r. Jas. Robertson

NEEPAAWAH - Capt. Jas. Woolner & Ch. Eng'r. Geo. Fryer

ROSEDALE - Capt. J. L. Baxter & Ch. Eng'r. A. Forbes

STRATHCONA - Capt. J. A. Irving & Ch. Eng'r. O. Philips

WAHCONDAH - Capt. H. Maudsley & Ch. Eng'r. S. Jones

WINONA - Capt. B. Garvie & Ch. Eng'r. C. C. Smith

Having been frustrated in their efforts to have an Upper Lakes vessel built in Canada, the MacKays made a contract with the Great Lakes Engineering Works to build the steamer at Ecorse. The work progressed in a satisfactory manner and the launching was

scheduled for the 29 May 1909. On the evening of the 28 May, a chartered Pullman car was included in the consist of the regular night train to Detroit and the occupants were:

Mrs. R. O. MacKay, who was to officiate at the launching.

Mrs. Hewson, Mr. & Mrs. Jas. Gow, A. B. MacKay, W. G. Walton, John Milne, J. P. Steedman, A. Hope, J. F. Kavanagh, L. W. Bull, Geo. Spencer, F. A. Magee, and two men from Toronto, C. H. F. Plummer and A. Angstrom.

The next day, under perfect weather conditions, a highly successful launch took place, as the STADACONA took the plunge into the river. She measured 479.0 x 56.0 x 31.0; 6,014 Gross and 4,654 Net. She was Hull No. 66 and her official number was US206419. Her triple expansion engine 22 1/2/36/61x42 was built by the Great Lakes Engineering Works and she had two Scotch boilers 14'2" x 12'0" supplied by the Marine Boiler Works at Toledo. The owners of the STADACONA were the Stadacona Steamship Co., Michigan City, Indiana, until 1920, when she was purchased by the Pioneer Steamship Co., Cleveland and renamed W. H. McGEAN. These owners sold her in 1962 to the Ford Motor Co. and she became the ROBERT S. McNAMARA. She was delivered to Shipbreakers in Santander, Spain, on the 11 January 1974. As for the rest of the steamers in the Inland Navigation Co. Ltd. fleet, all were taken over in 1910 by James Playfair, of Midland who added them to his own vessels and incorporated the Inland Lines Ltd which became a part of Canada Steamship Lines Ltd., in 1913.

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The final disposition of each of the former MacKay vessels is as follows:

STRATHCONA #110354 - sunk by torpedo, 3 April 1917

DONNACONA #110363 - lost at sea 17 October 1915

WAHCONDAH #102577 - believed to have been broken up in Mexico, 1969.

NEEPAWAH #102579 - sunk by enemy action 22 April 1917

GLENELLAH #112205 - broken up at Hamilton 1961

WINONA #122851 - total loss by stranding, 7 Sept. 1956, Philippines.

DUNDEE #112208 - sunk by torpedo, 2 Feb. 1917

DUNELM #123950 - lost at sea October 1915

ROSEDALE #95265 - lost by collision, N. Atlantic, 8 Apr. 1919

STADACONA #206419 - broken up in Spain 1974. •

The partnership of R. O. & A. B. MacKay existed until the senior member retired in 1911, and during this time they maintained an office on the 7th floor of the Bank of Hamilton Building. Robert Osborne MacKay had very little time left in which to enjoy retirement. He passed away on the 25 January 1913 and we quote from the lengthy obituary carried by the Hamilton Spectator on 27 January: "Deceased was known throughout Canada as a shrewd business-man and being of a genial disposition, he made many friends among those with whom he came into contact. He was married three times, his first wife being Miss Turner, of Durham, England; his second, Miss White a sister of Dr. James White of this city and his third wife, who survives him, Miss Bull, of Brampton, In addition, he leaves two brothers Aeneas D., of London, England and Adam B. of Hamilton, and one sister, Mrs. Turner, of London, England. He was a Presbyterian by religion, and a staunch Conservative in politics. "

A news item of local interest appeared in the papers on the 16 March 1914, stating that Adam B. MacKay and his buddy Jas. N. Gow were being charged with immorality. It seems that the authorities regarded their selection of young nocturnal play-mates was

getting too close to cradle-robbing and required some official investigating. A. B. was not interested in getting involved in this sort of messy situation and had boarded a westbound train, leaving Gow to face the music. The MacKay office told reporters that he had gone to Detroit to inspect two vessels that he had purchased.

A. B. MacKay had now established himself as a ship-broker and as such, became involved with a number of vessels, some only briefly. For a short time, he managed the NATIRONCO until she went overseas. She was later sold to French buyers. In 1916 he acquired the SEGUIN and disposed of her the following year to Canada Steamship Lines Ltd. Also purchased was the SARNOR which caused MacKay much litigation when she was hi-jacked by some operators who were more crooked than he was. At this time too, A. B. became interested in the flurry of activity that was occurring in the old shipyards of Nova Scotia. The shortage of tonnage caused by the war had made shipowners aware of the ability of that province to construct wooden-hulled schooners suitable for deep-sea service. The schooner LETITIA L. MACKAY, a four-master, was built at Meteghan, N. S. by T. H. MacDonald and named for A. B. MacKay's second wife. The schooner measured 167.0 x 36.2 x 13.3 with tonnages of 545 Gross and 507 Net. Official No. 134168. Launched in 1916, her port of registry was Yarmouth, N. S. She appeared in Lloyds 1917/18 only, and the owner was listed as A. B. MacKay, 66King St. E., Hamilton, Ont. Sold French, she was renamed CAP BOULHAUT.

A. B.'s next venture was the three masted schooner ADAM B. MACKAY, built in 1917 at Port Greville, N. S. by G. E. Wagstaff & H. Elderkin. Her dimensions were 147.4 x 35.8 x 12.1; Gross 394; Net 370. Official No. 138472 and she was registered at Parrsboro, N. S. In 1918 she was sold to the Niger Co. Ltd. The owners were the A. B. MacKay Steamship Co. Ltd., until sold British. The Niger Co. Ltd. sold to French buyers in 1922 and she was renamed CHEVALIER BAYARD.

The three-masted schooner GENERAL GEORGE H. HOGG was built in 1918 at Canning, N. S. by Harvey MacAloney for Mrs. L. L. MacKay. She measured 146.5 x 34.5 x 12.5 and had tonnages of 407 Gross and 378 Net. By the end of 1922 she had been acquired by R. C. Elkin & Co. Ltd., St. John, N. B., who lost her on 12 January 1923, when she stranded on Cranberry Is., Maine. Another three-masted schooner was built in 1918 at Fox River, N. S. by G. M. Cochrane. Her dimensions were 152.6 x 36.0 x 12.6; 461 Gross and 436 Net. Her official number was 138476, registry Parrsboro and she was built for the A. B. MacKay Steamship Co. Ltd., who chartered her to the Niger Co. Ltd., London, for the West African nut trade to New Orleans. Sold to Nassau buyers in 1923, she was lost 1926. She had sailed from Bermuda on the 5 September and was not seen again. Her name was ALFRED OCK HEDLEY.

The last schooner in which A. B. had an interest was the 4-master EUGENIE OWEN MACKAY, built in 1918 at Diligent River, N. S., by Messrs. Pugsley & Robinson. She measured 167.0 x 36.0 x 13.05 560 Net Tons. She was sold to W. N. Reinhardt who used her mainly in the island trade and she lasted until 4 January 1926, being abandoned at sea 260 miles N. W. of Bermuda.

A. B. MacKay was smart enough to sell his schooners while there was still a demand for this type of tonnage. He could now turn his attention to steam vessels but unfortunately the shipping slump of the 1920's was already gaining momentum. The pickings would be lean and not easy to come by. He did handle the steamer COLORADO, (ex-IROQUOIS) renaming her DORNOCH, but he sold her almost

immediately to the Mathews Steamship Co. Ltd., who returned her to the Lakes as the BROOKTON.

His next venture involved the new canaller EUGENE C. ROBERTS, which he managed for the 1924-25 seasons. In 1925 MacKay endeavoured to recover his losses on the SARNOR through court action. He asked for \$100,000. and in 1926 was awarded \$15,000.

In 1926 he acquired a former laker which he renamed LAIRG and registered at Swansea in the name of Mrs. L. L. MacKay. Two years later she was purchased by the Morecraft Transportation Corp., New York, who sold her to the Hammermill Paper Co., Erie, Pa. They renamed her TRISTAN.

In 1927 A. B. was again involved with litigation, this time on account of the steamer TURRET CHIEF, which he had purchased "as lies" at Port Arthur. The trouble arose over 3 missing shares which he was unable to get from the Canadian Lake & Ocean Navigation Co.

Adam B. MacKay died on the 23 December 1928 in London, the cause of death being given as "heart attack". He left a widow, Letitia Lizzie and an estate valued at \$1,173,189.98. We presume that the widow got something, after the British Tax Collector finished with her.

As for MacKay, he was fortunate in passing from the scene before the Great Depression erased the hopes and dreams of so many, especially in the shipping business.

MacKay's Wharf, where this story began had become the property of Inland Lines Ltd., and then Canada Steamship Lines Ltd. who used this ancient facility until 1925, when they built a new terminal between Wilfrid and Wentworth Streets. The sheds that were the joy of old Aeneas from 1864, eventually disappeared during the 1930's as people living nearby needed firewood.

**The End.**