

by Lord Dorchester, Governor-General of Canada, gives the Government vessels as being in 1787, *Limnale*, 220 tons, 10 guns. *Seneca*, 130 tons, 18 guns. *Caldwell*, 37 tons, 2 guns, and two schooners of 100 tons each being built. As there was at that time but one merchant vessel, the schooner *Lady Dorchester*, 80 tons, sailing on the lake, and a few smaller craft the property of settlers, transport for passengers between the principal ports was mainly afforded by the Government vessels. As an instance of their voyaging may be given that of *H.M.S. Caldwell*, which in 1793, carrying Lady Dorchester, the wife of the Governor-General, is reported to have made "an agreeable passage of thirty-six hours from Kingston to Niagara."

In this same year H.R.H. the Duke of Kent [afterwards father of Her Majesty Queen Victoria] is reported as having proceeded from Kingston up Lake Ontario to Navy Hall on the Niagara River in the King's ship *Mohawk* commanded by Commodore Bouchette.

Further additions to the merchant schooners were the *York*, built on the Niagara River in 1792, and the *Governor Simcoe*, in 1797, for the North-West Company's use in their trading services on Lake Ontario. Another reported in 1797—the *Washington*—built at Erie, Pa., was bought by Canadians, portaged around the Falls and run on the British register from Queenston to Kingston as the *Lady Washington*.

The forests of those days existed in all their primeval condition, so that the choicest woods were used in the construction of the vessels. We read in 1798 of the *Prince Edward*, built of red cedar, under Captain Murney of Belleville, and capable of carrying seven hundred barrels of flour, and of another "good sloop" upon the stocks at Long Point Bay, near Kingston, being built of black walnut. A schooner, "The Toronto," built in 1799, a little