

the boilerhouse as did four large ventilator cowls which admitted fresh air to the machinery spaces below. The tall and heavy mainmast, raked in proportion with the foremast and the funnel, was set just abaft the stack. The lifeboats were carried one on either side of the boat deck, worked from radial steel davits, and there was an emergency steering position, with big double wheels, far aft on the boat deck.

When first commissioned, HADDINGTON had a black hull with a white forecastle, and the closed rail at her stern also was white, as were her cabins. Her stack was all black. Her masts were buff, and the mainmast had a black top. It seems likely that, during the course of her operation by the Mathews fleet, HADDINGTON's stack may well have been given the two silver bands which for so many years were carried by Mathews vessels.

About 1910, HADDINGTON, along with several other Mathews steamers, came under the management of the Merchants Mutual Line which, in due course of time, became known as the Canadian Interlake Line Ltd., of Toronto. This was one of the companies which was swallowed up in the formation of Canada Steamship Lines Ltd., Montreal, and thus HADDINGTON became part of the C.S.L. fleet when it was put together during June of 1913.

Canada Steamship Lines painted HADDINGTON up in its usual colours. She was given a black hull with grey cabins, and her stack was red with a black top (the original C.S.L. stack design having been inherited from the Richelieu and Ontario Navigation Company Ltd., the largest of the fleets involved in the various mergers which led to the formation of C.S.L.). On the bow was a large red diamond, outlined in white, on which appeared the legend 'CSL' in large white letters.

Of course, it was not long after the formation of the C.S.L. fleet that World War One began, and most of the best steel-hulled canallers were requisitioned for wartime service on salt water. HADDINGTON was not taken for overseas service because of the fact that she had a depth of hull of only fifteen feet, and it was not considered that, with such restricted draft, she would be useful on salt water. Accordingly, she remained in the lakes during the hostilities.

By 1916 (and probably earlier, but that is the date of the first photo which shows her with the change), C.S.L. had built an extension onto the forward part of HADDINGTON's boilerhouse. In fact, this actually was a cargo space which was designed to increase her capacity, and the sixth and final hatch was relocated from the spar deck to the top of the new structure. This reconstruction necessitated the removal of the aftermost set of deck cranes, which previously had been situated between the fifth and sixth hatches.

In addition, a small "doghouse", containing additional crew accommodations, was placed on the boat deck between the funnel and the mainmast. Because of the small amount of space available in that particular location, it looked as if the doghouse had, literally, been squeezed in between stack and mast, and this did not do anything to improve the appearance of HADDINGTON.

In 1919, HADDINGTON was renamed (b) MAPLEHILL (II) when Canada Steamship Lines rechristened a number of its vessels using the distinctively Canadian "Maple" prefix. The first letter in the suffix of each of the names was chosen to signify what type of ship was involved. For instance, wooden-hulled canallers received names with suffixes beginning with the letter 'G'. The 'H' in MAPLEHILL (and also, for instance, in MAPLEHURST and MAPLEHILL), designated that the steamer was a steel-hulled canaller.

Over the years, the steamer received several further alterations. Before she was renamed MAPLEHILL, her bridge structure had been altered by the addition of an upper pilothouse. Placed where the open bridge had been, the small new pilothouse was the same size and shape as the lower house. It had