

front and a prominent sunvisor over them. There were bridgewings, to assist in navigation, at the sides of the bridge deck. On the monkey's island atop the pilothouse, there was an emergency binnacle, and the area was surrounded by an open rail, although no navigation was done from there.

An open rail ran back down the sides of the spar deck, and there were six large hatches to provide access to the cargo holds. The vessel's two tall, heavy and tapered pole masts did double service as kingposts. The foremast was stepped between the first and second hatches and carried a cargo boom which was slung on the aft side of the spar. The mainmast was placed between the fourth and fifth hatches, and it carried two booms, one slung forward and one aft.

Around the flush quarterdeck ran a closed steel taffrail to afford shelter to the rather large and squarish after cabin. Its forward section contained the boilerhouse and also the upper section of the coal bunkers. Fuel was loaded through a hatch set into the boat deck at the forward end of the boilerhouse, but there was no rail of any nature around the front of the boat deck in this area.

The cabin was rather bald-looking, as there were not very many windows in it, and the only overhang of the boat deck was a short section on which the lifeboats sat, and which then extended back over the fantail. The stack was tall and heavy, and had almost no rake at all. Around the stack were placed several ventilator cowls to admit fresh air to the machinery spaces. When the bunkers were full, there also would be a pile of coal on the boat deck around the base of the stack.

THOMAS J. DRUMMOND appears to have operated very successfully for the railroad's shipping subsidiary. She made history in 1915, the second year of World War One, when she carried a cargo of steel billets from Sault Ste. Marie across the Atlantic to France to assist in the war effort. Once the cargo was delivered to its destination, the steamer returned to her home waters of the Great Lakes.

In 1917, the Algoma Central traded THOMAS J. DRUMMOND to James Playfair's Great Lakes Transportation Company Ltd., of Midland, Ontario, in return for the small upper-lake bulk carrier WILLIAM S. MACK (18), (b) HOME SMITH (36), (c) ALGORAIL (I), which had been built back in 1901 for the Jenkins interests, and which would, after the trade, spend the rest of her life in Algoma Central service. The 366-foot ALGORAIL was scrapped at Toronto in 1963.

Almost immediately after the DRUMMOND made the transfer to the Playfair fleet, and most probably before she even could be painted up in the traditional and distinctive Playfair livery, the DRUMMOND was requisitioned for wartime service on salt water. Her ownership was transferred to the Minister of Railways and Canals, Ottawa. She was sent to salt water but, in order to enable her better to withstand North Atlantic weather conditions, the sides of her after cabin were plated in flush with the hull. Doors to what formerly had been the outside passageway around the cabin were cut into bulkheads across its forward ends, just abaft the front of the boilerhouse. A raised gun placement was set right aft on the boat deck.

Fortunately, THOMAS J. DRUMMOND was able to withstand both the weather and the efforts of the enemy during her stay on salt water, and she remained off-lakes for a period of time after the cessation of the hostilities. During the early 1920s, she was returned to the Great Lakes for operation in the grain trade by the Canadian Government Merchant Marine. Her hull was painted all black at this stage. Her forward cabins were white, except for the pilothouse sunvisor, which was painted a dark colour. The entire after deckhouse was black, while the smokestack was a very dark buff with a broad black smokeband at the top.