

KAMLOOPS and LETHBRIDGE were dressed in the livery of Steamships Limited, with hulls painted all black, while the cabins were white. Their smokestacks were given what was to become the typical orange-red of C.S.L., with a fairly wide white band about two-thirds of the way up the stack, and a broad black smokeband at the top. Later in the brief career of KAMLOOPS, her fore-castle was painted white and her hull red, while the Canada Steamship Lines name was painted in large white letters "billboard-style" down her sides.

Both package freighters originally were registered at London, England. In 1926, their registry was transferred to Canada, and it was at this time that the two sisterships were painted up in full C.S.L. livery. Montreal, Quebec, became the port of registry for both steamers, and KAMLOOPS was enrolled under Canadian official number 147682, while LETHBRIDGE was C.147702.

KAMLOOPS successfully ran her sea trials on Saturday, July 5th, 1924, and then departed the River Tees bound for Kobenhavn, Denmark. There she loaded a very unusual cargo of pebbles destined for the Calumet and Hecla Mining Company, which KAMLOOPS was to unload at Houghton, Michigan. The ocean crossing was uneventful, and KAMLOOPS arrived at Montreal early in September. Her British delivery crew then was replaced by a Canadian lake crew, and command of KAMLOOPS was handed over to Captain William Brian, of Toronto, the only man ever to sail KAMLOOPS as her regular master.

On Saturday, September 13, 1924, KAMLOOPS left Montreal to continue her long maiden voyage, and she delivered her load of pebbles to Houghton. Her sistership LETHBRIDGE arrived safely at Montreal on September 18th, and she soon made her way up into the lakes. LETHBRIDGE also brought a cargo of pebbles from Kobenhavn for the same consignee.

The regular trade of the two steamers would be the fast service from Montreal through to the Canadian Lakehead. On the upbound trip, they would touch at major Canadian ports where the C.S.L. package freighters regularly collected and unloaded general cargo. On the return voyage down to Montreal, they would carry grain which was loaded at the Lakehead.

The October, 1924, issue of "Canadian Railway and Marine World" reported that KAMLOOPS had been on the drydock at Canadian Vickers Ltd., Montreal, for the overhauling of her steering control shafting.

Considered to be staunch vessels and quite capable of withstanding the rigours of the lakes' severe late-season weather, KAMLOOPS and LETHBRIDGE normally ran very late into the autumn. Such was the case in December of 1924, as the pair finished their first season of operation. A severe winter-type storm with high winds and sub-zero temperatures found KAMLOOPS, along with her fleetmates LETHBRIDGE, MIDLAND PRINCE and MIDLAND KING, out on Lake Superior. This small fleet of C.S.L. ships locked down through the Soo together, only to find the lower St. Mary's River clogged with slush ice. The Great Lakes Towing Company sent two tugs to assist, and they were successful in forcing open a channel down the river and out into Lake Huron.

The season of 1925 seems to have passed without any undue problems for KAMLOOPS, except for one incident which was reported in the "Detroit Free Press" of October 12th. The Eastern Steamship Company Ltd. bulk caller WILLIAM H. DANIELS was aground over the Welland River aqueduct in the Welland Canal, and she was holding up the passage of ten ships, including KAMLOOPS. The DANIELS was, however, soon released, and the other vessels were able to proceed on their way.

Late in the autumn of 1926, the Great Lakes again were caught in the icy grip of an early and severe onset of winter weather. By December 1st, the St. Mary's River was filling with slush ice which was beginning to slow the progress of vessel traffic. Downbound ships pushed the slush along with them and it soon began to pile up at the head of the West Neebish Channel's Rock Cut. By December 3, several ships were firmly stuck in the ice which now was up to 12 feet deep in spots, and tugs were working in an effort to break them free.