

more sheltered location under the overhang, leading up through openings in the bridge deck. One now faced forward when mounting the steps, instead of facing aft. In addition, the closed rail at the forward end of the fore-castle head had been lengthened rather considerably, and a fairlead was set into this rail on each side.

But we would ask our readers to take a very close look at the pilothouse itself. It is our opinion that the cabin which had been built by the Collingwood shipyard as recently as 1920 had, in fact, been replaced by an entirely new house before the 1928 photo was taken. The windows simply do not match those visible in the 1920 photo, particularly down the sides, and the Collingwood view shows a cabin with sharp corners, while the Toronto photo shows a house with slightly rounded corners. It also looks to us like a steel structure, while the one in the shipyard view looks as if it were built of wood.

In any event, VINMOUNT operated regularly for C.S.L. for the better part of a decade, carrying all of the varied cargoes that the fleet's bulk canallers hauled. For several winters, she laid up at Toronto with storage coal, and at least twice she was accompanied by another unusual vessel, the steamer (and former towbarge) THUNDER BAY (I).

Our photo of VINMOUNT at Toronto in 1928 is particularly interesting. It was taken shortly after the opening of the grain elevator located on Queen's Quay near the foot of Rees Street, which had just been built by Toronto Elevators Ltd., a firm which was an enterprise of such luminaries as Gordon C. Leitch, James Norris and the Playfair interests. VINMOUNT, SHERBROOKE, OXFORD and KINMOUNT were moored across the end of the elevator pier, while numerous other canallers (only partially visible in the right background), were anchored in rows out in the Bay. This photograph was taken either in late November or early in December of 1928.

Unfortunately, VINMOUNT then was almost at the end of her active career. She ran for a while in 1929, but cargoes were scarce that summer, even before the October stock market crash that normally is considered to be the onset of the Great Depression. Accordingly, VINMOUNT, together with many other C.S.L. canallers, was laid up at Kingston, and she never again turned her wheel. Some of the boats in the Kingston lay-up fleet came out occasionally to do a trip or two as required, but VINMOUNT, one of the oldest in the fleet, was not so lucky.

The venerable VINMOUNT, no longer economically viable, remained in ordinary at Kingston until 1937, when Canada Steamships disposed of many boats for which it had no apparent need. VINMOUNT was included in a large group of canallers purchased by Les Chantiers Manseau Ltee., of Sorel, which was the forerunner of Marine Industries Ltd. She was towed down to Sorel and was tucked away in the Richelieu River along with many of her former fleetmates. It has been reported that she finally was cut up for scrap in 1944-1945.

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NEWS OF THE CHARLES R. HUNTLEY

Members "Mac" Mackay and Daniel Berube have provided additional detail to expand upon our mention, last issue, of CHARLES R. HUNTLEY's May departure from the east coast. She is, indeed, now owned by Verreault Navigation Inc., of Les Mechins, Quebec, and she has since been renamed (b) BV REYNA. In June, she was on the Verreault drydock for a refit and she was given an entirely new pilothouse, which reportedly has changed her appearance considerably. By August, she was hard at work dredging in the Lower Traverse of the St. Lawrence River below Ile d'Orleans, but we understand that she will be returning to Les Mechins during the autumn for a continuation of her refit. We are pleased that this historic, former steam canaller has found her "third life" and is back in regular service.

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