

Under Hall ownership, GLENGARNOCK and her sisters kept their grey hulls and white cabins, but they took on the traditional Hall stack design, long one of the most familiar on the lakes. It consisted of a black stack with a white "wishbone" set so that it peaked facing fore and aft, but dropped into a deep 'V' on each side. In white on the black section inside the 'V' appeared a large letter 'H'.

Another of the things Hall did to GLENGARNOCK and her sisterships early in 1925 (and we know it was then because no prior photos show any indication of this but all 1925 views do), was the fitting of a new upper pilothouse so that the navigating officers and wheelsman no longer were exposed to the elements on an open bridge. Each of the sisters received a house of the same design and, strangely, GLENVEGAN/WIARTON also got one!

The new pilothouse was the same size around as was the old lower house, and had a very slight curved to its front and gently rounded front corners. There were five large windows in its face and three more down each side, all of the windows being shaded by a rather handsome sunvisor. Entrance to the house was gained by a door which opened onto the narrow bridgework on each side. Unlike the lower house and Texas, which were built of steel, the new upper pilothouse was constructed of wood.

If the service of GLENGARNOCK in Playfair colours was short, her operation by Hall occupied little more than the blink of an eye, for in 1926 the Hall organization sold most of its steamers to Canada Steamship Lines Ltd., Montreal, and set about building itself a whole new fleet of more modern ships.

As a consequence, GLENGARNOCK and her remaining Hall sisterships became part of the massive C.S.L. fleet, and their acquisition in turn allowed that company to divest itself of much of its older and less useful tonnage. Of course, a number of the other former Playfair canallers also found their way into C.S.L. colours at this time, including several which had been built only a year or two before.

It took a while for Canada Steamship Lines to assimilate its new acquisitions into its livery and naming schemes, and so it was not until 1927 (the "Mills List" puts it as late as 1928) that GLENGARNOCK received the new name (d) COURTRIGHT, which honoured the town situated along the St. Clair River below Sarnia. All vessels of the "Wolvin" class received names of Canadian towns beginning with the letter 'C', except for BRIGNOGAN which, for reasons not now apparent, kept her old name. GLENDOCHART (H. G. DALTON, COURCELLES) became (d) CHATSWORTH; GLENEALY (GEO. C. HOWE, CABOURG) was renamed (d) CHAPLEAU; GLENFARN (J. S. KEEFE, PARAME) was rechristened (d) CANMORE; GLENARM (S. N. PARENT, VEULETTES) became (d) CAMROSE, and GLENDOWAN (ROBERT WALLACE, TREGASTEL) was given the new name (d) CHANDLER.

COURTRIGHT was painted up in the new colours which were adopted by C.S.L. during 1926 and 1927. She had a red hull, with white forecastle (but red poop), and the company's name was printed "billboard-style" in white down her sides, although the letters had to be a bit smaller than normal in order to fit between the level of the deck and the wooden fender strake not far below. The forward deckhouses were white (there still was no cabin aft atop the poop), the foremast was buff and the main was black. The stack was red with a white band and a black smokeband at the top.

By 1927, the Dominion list of shipping finally caught up with GLENGARNOCK and her sisters, showing them under the ownership of Canada Steamship Lines, and with Montreal as the port of registry. Although the others were now shown under their new names, for some reason (delayed paperwork?) GLENGARNOCK still appeared under her old name. This is, of course, an indication of why the Canadian register must be taken with many grains of salt. To further reinforce this recommendation, we note that the 1927 list showed the steamer's former names as "TOURAS" and "JOHN CREASER"!

COURTRIGHT carried any bulk cargo that C.S.L. could find for her, and the