

During the 1917 season, the KETCHUM was chartered to Canada Steamship Lines Ltd., Montreal, and in 1918 she was sold to the George Hall Coal Company of Canada Ltd., also of Montreal, in a reorganization of the Augsburg shipping interests. She most probably was painted up in the usual Hall livery at this time, but we have no photographs of the steamer from 1910 until into the 1930s, so we cannot verify this.

As she steamed her way through these years, the KETCHUM continued to be involved in numerous accidents. On Tuesday, October 26th, 1920, she ran ashore in the upper St. Lawrence River near Waddington, New York, whilst running in a heavy fog. Part of her cargo was lightered out of her, and she was pulled free the following day by the tug FLORENCE.

On Thursday, May 5th, 1921, she was downbound in the St. Lawrence system and, while the steamer was passing Farran's Point above Cornwall, Ontario, her rudder jammed. It was customary for downbound vessels to navigate the rapids in this particular area, while upbound ships used the lock of the Farran's Point Canal to avoid the swift current. Without rudder control, JOHN B. KETCHUM 2nd was in danger of being swept down the river some four miles into the perilous Long Sault Rapids, instead of making her way safely into the protected canal which would take her past the rapids.

However, through the expert navigation of her master, Capt. Jewett, the KETCHUM was manoeuvred, by using her anchors, out of danger and into the eddy opposite Croil's Island, where her anchors held.

1921 was not a year that was kind to the KETCHUM, for on December 19th, she again suffered misfortune. The ship was in winter lay-up at Ogdensburg, New York, when high winds dragged her free from her moorings and she was blown up onto a pier at the yard of the St. Lawrence Marine Railway Company.

In 1922, the Hall shipping interests were reorganized under the name of the George Hall Coal and Shipping Corporation (1922), of Montreal, and the KETCHUM was duly transferred into the ownership of this new firm. At this point, she most certainly would have been wearing the grey hull, white cabins, and black stack with white "wishbone" and letter 'H' carried by most Hall vessels.

Some sources have indicated that in 1922 the KETCHUM was renamed GREENLAND, but none of the shipping registers, either U.S. or Canadian, show such a name, nor do the official Canadian shipping records. There must, however, be some foundation for the reports, and we suspect that it might have been a brief stint under U.S. registry that never was recorded in the U.S. Merchant Vessels listing. It will be recalled that the Hall shipping interests were active on both sides of the border in these early years.

In support of the "unofficial renaming", John H. Bascom, the T.M.H.S. secretary, recalls that whilst on an excursion into New York State with his grandparents about 1922, he saw a steamer named GREENLAND at Rochester, New York. Although of a tender age at that time, he was very much interested in ships, and later became intrigued because he could locate no official record of a ship named GREENLAND! There was no other vessel by that name on the lakes at that time, under either Canadian or U.S. registry, with which this "GREENLAND" might have been confused. Perhaps, some day, a photograph will surface to resolve the mystery...

The autumn of 1923 was not a particularly happy one for the JOHN B. KETCHUM 2nd (that name apparently being used again), as she was involved in two canal accidents in less than two weeks. On Monday, October 29th, she collided with the gates at Lock 1 in the Lachine Canal at Montreal, and then it was reported that on Thursday, November 8th, she was involved in another gate accident, this time at the "Cataract Lock". We cannot identify any lock on the old St. Lawrence system known as "Cataract", however, and we suspect that the report actually intended to refer to Cascades, at the foot of the