

surplus United States Shipping Board type of triple expansion plant, built during World War One by the Hooven Owens Rentschler Company, of Hamilton, Ohio. Her three single-ended Scotch boilers were manufactured by the John Inglis Company, of Toronto, and would last the ship for her entire life.

As with almost all of James Playfair's vessels, GLENEAGLES drew her name from a place in Scotland, from which the Playfair family had come. Gleneagles is the name of both a town and a large private estate situated on Glen Eagles in the Ochil Hills district of Scotland, southwest of Perth, and also of the town of Auchterarder, in an area bounded by the Rivers Allan, Devon and Earn. The name does not refer to any avian wildlife frequenting the area, but finds its origin in the Gaelic "Glen Eaglais", which can be translated as "Glen of the Church".

GLENEAGLES ran for the Playfair fleet from October of 1925 through to the close of navigation that year, but she was to change her livery during her second season of operation, and hence photographs of her in Playfair colours are rare. In 1926, the Great Lakes Transportation Company Ltd. was absorbed into Canada Steamship Lines Ltd., of Montreal. Accordingly, GLENEAGLES took on the usual C.S.L. colours of the period, with a red hull, white forecastle and cabins, and orange-red stack with a white band and a black top. The steamer's name continued to be carried on the sides of the ship for about a year, but by 1927 she was sporting the company's name, billboard-style, in large white letters down each side.

One other change that occurred at this time was that Canada Steamship Lines apparently decided that flying bridgewings were not needed for the safe operation of GLENEAGLES. As a consequence, the wings that were set on either side of the pilothouse were removed not long after the ownership of the steamer changed.

GLENEAGLES operated safely and successfully as a straight-decker for Canada Steamship Lines for almost forty years. She carried mainly grain, although any other bulk cargo, such as coal, stone or iron ore, could be carried as required. Interestingly, it was not until she was into her seventh season of service that GLENEAGLES took on a load of iron ore. This particular cargo was loaded on June 26th, 1931, at Ashland, Wisconsin, and was delivered to the Algoma Steel plant at Sault Ste. Marie, Ontario.

This ship, unlike GLENIFFER and GLENMOHR, retained her original name after entering the C.S.L. fleet. We do not know why this was the case, although perhaps someone in C.S.L. management simply liked the name. Perhaps the retention of the original name somehow also affected the boat's longevity.

By the time the 1960s rolled around, ships of her type rapidly were becoming obsolete. The days of the traditional straight-deck freighter were almost over, as more and more cargo was being carried in self-unloaders. As well, Canada Steamship Lines built a number of new-generation straight-deck bulk carriers, and these soon took over the majority of the company's grain business, leaving the older ships without a trade.

One by one, the older C.S.L. straight-deckers were sold or scrapped, amongst them being LEMOYNE and ASHCROFT, which were sent to overseas shipbreakers in 1968 and 1969, respectively. The fact that GLENEAGLES did not go overseas at the same time was due to the fact that by some chance related to her design and particular construction, she had a very high cargo capacity for her size, and so C.S.L. made the fortunate decision to convert GLENEAGLES to a self-unloader. The work was done at the yard of the Port Arthur Shipbuilding Company Ltd., and was completed during the spring of 1963.

GLENEAGLES received a very traditional type of conversion. She had her unloading gear forward and, in the old style, most of the machinery was below decks, which ate up a substantial portion of her potential cargo capacity. Her traditional-style, heavy unloading boom, 225 feet in length, was