

operation of older vessels by small companies. Such small operations had been common on the lakes in better times, but the economic conditions of the 1980s finished off almost every such fleet that had managed to survive that long, as operating costs rose dramatically and cargo revenues dropped.

SILVERDALE laid up at Toronto in the autumn of 1982 and she was very slow to get underway the following year. She began to fit out during May of 1983, but she did not actually clear Toronto until August 5th. She operated for only a short while, however, before she was seized for debt at Windsor, and she was laid up there during the autumn. During December of 1983, SILVERDALE was sold to M & M Metals, of Hamilton, but she remained at Windsor. On June 2nd, 1984, the tugs PRESCOTONT, GOTHAM and MANCO put lines on SILVERDALE and towed her about a mile and a half up the Detroit River to the Confederation Coal Dock, also in Windsor, and there, one year short of her 60th anniversary, she was scrapped during the 1984 season.

GLENEAGLES had proven to be a well-built ship and a valuable addition to the Canadian lake fleet. It is unfortunate that her original owner, James Playfair, did not get more use out of her, even though she served her subsequent owners very faithfully. It also is unfortunate that her fleetmates, GLENIFFER and GLENMOHR, did not enjoy careers as long as that of GLENEAGLES.

In closing, we should note that, four years after the launch of GLENEAGLES, the Midland Shipbuilding Company used her hull plans to build the steamer STADACONA (II) for Canada Steamship Lines. The ship was the yard's Hull 24, completed in 1929, and she also was 582.0 x 60.2 x 28.3, although her tonnage was somewhat higher at 9181 Gross and 6711 Net. STADACONA, although a "hull sister" of GLENEAGLES, was rather different above decks, notably in having only a two-deck bridge structure. She also wound up as a member of the Dale Transports fleet, operating under the name (b) NORDALE, but she was sold for scrap in 1983 after lying idle at Toronto since 1981.

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WHISTLE LORE

Back in our issue of January, 1994, we featured the story of the steam tanker CEDARBRANCH (I), which began her life in 1903 as the "Wolvin" bulk caller JOHN CRERAR. In our story, we mentioned that the vessels of the Wolvin fleet were known for their beautiful voices, each of them being given a large triple-chime steam whistle. We noted that several of them, namely GROVEDALE (I) and MANZZUTTI, were still carrying these whistles when Ye Ed came upon the scene, and that he recalled with fondness their delightful tones.

Well, we still think we were correct in saying that GROVEDALE, (a) ROBERT WALLACE (16), (b) TREGASTEL (21), (c) GLENDOWAN (26), (d) CHANDLER (42), (e) ASPENLEAF (49), (f) HELEN HINDMAN (I)(52), sported her original whistle right up until she was scrapped at Port Weller in 1959. At least, it certainly sounded good and in all the photos we have, it surely looks like the original whistle set.

We apparently were wrong, however, in respect of the whistle(s) carried latterly by MANZZUTTI, (a) J. S. KEEFE (16), (b) PARAME (21), (c) GLENFARN (27), (d) CANMORE (42), (e) ASHLEAF (51). How do we know? We have the information straight from the best possible source, T.M.H.S. member Ken Michelson, of East China, Michigan, who is the current owner of the whistle. Ken was lucky enough to be able to purchase the whistles from both MANZZUTTI and her fleetmate, MANCOX, when they were broken up at Hamilton almost a quarter century ago.

In fact, MANZZUTTI's final whistle was not a triple-chime, but rather a five-note chime. The tall whistle in the centre is a 7-inch diameter plain whistle with a steel bell. To one side of this is a 4-inch diameter single-