

"The freighter backed off the ledge and drifted down the channel. She was taken in tow by the McQueen wrecking tug ATOMIC and dragged onto the sandy bottom 1,000 feet below the Bar Point buoy."

The paper carried a photo of the grounded steamer, and she was considerably down by the head. Another report stated that she had only 11 inches of free-board forward. The ATOMIC had managed to pull the sinking steamer out of the shipping channel before she settled to the bottom.

Continuing with the newspaper reports, we have: "The Great Lakes tug FLORIDA brought the lighter RELIANCE to the scene to lighten the cargo. The GLENEAGLES was released by the ATOMIC in charge of Captain J. E. McQueen at 3:30 p.m., Wednesday (June 25th), after lightering considerable of her cargo of 13,000 tons of iron ore. She then proceeded on her own steam accompanied by the ATOMIC to Lorain, Ohio. She was originally booked for unloading at Hamilton.

"Under the direction of Captain McQueen, steam pumps and compressors were placed aboard the GLENEAGLES to keep out the water while she was being lightered."

On Monday, April 2nd, the Welland Canal opened for the 1951 season, but then was shut down for several hours by GLENEAGLES. The vessel passages for that day listed the following ships as passing Port Colborne: "Up - CHICAGO TRIBUNE 11:25 a.m. Down - IMPERIAL KINGSTON 3:52 a.m.; IMPERIAL SIMCOE 9:01; IMPERIAL COBOURG 9:15 a.m.; IMPERIAL SARNIA 10:08; IMPERIAL COLLINGWOOD 10:13; IMPERIAL LONDON 10:21; MIDLAND PRINCE 11:47; GLENEAGLES 12:10 p.m." (It was quite a day for fans of Imperial Oil tankers as they headed down-bound from their usual winter lay-up at Sarnia. Oh, to have been there with a camera -Ed.)

Another newspaper carried details of the accident: "Midway during the afternoon, two C.S.L. vessels, the GLENEAGLES and the MIDLAND PRINCE, slipped into Lock Eight on their way through the series of locks. For some reason, the GLENEAGLES backed up and broke a protecting arm from a fender on one of the gates. As this was the first day of the season, the authorities were not ready to make any major repairs. A new arm (boom -Ed.) for the fender was rushed (up) from Port Weller. When the repairs were completed, 17 lake steamers were piled up at each entrance to the canal."

Exactly one year later, she was back in the canal on the opening day of the shipping season, an indication of how much Canada Steamship Lines valued her services and her large carrying capacity. Downbound with a load of coal from Ashtabula, she was accompanied by her hull-sister, STADACONA, as well as by MIDLAND PRINCE and DONNACONA.

In 1953, Captain Leslie Bird, of St. Catharines, received the traditional silk hat for bringing GLENEAGLES into Port Colborne on Monday, March 30th. She was the first downbound ship in the canal when it opened to traffic the next day.

Winter lingered long on the Great Lakes in 1959. We know, because Ye Ed. saw ice in Port Colborne harbour well into June! Problems with ice were encountered in many areas of the lakes, and the eastern portion of Lake Erie was, as usual, no exception, as prevailing winds packed the ice into the Buffalo and Port Colborne harbour entrances. GLENEAGLES, WESTMOUNT and STADACONA were caught in the ice jam 20 miles east of Buffalo on April 13th. Their progress toward Port Colborne was reported to be slow.

GLENEAGLES always was an early sailer in the spring, and on Wednesday, April 6th, 1960, she left Port Colborne, upbound light, and broke out WESTMOUNT (II) and MARTIAN (II), both of which were downbound and stuck in the ice in Lake Erie.

GLENEAGLES was damaged by fire on Sunday, January 5th, 1969. She was at her winter berth at Port Colborne when a fire erupted in the galley and spread