

shortly after her crew had been rescued by her fleetmate GLENSANNOX on November 2nd, GLENLYON slid back off the rocks and foundered in deep water.

GLENFINNAN, however, was fortunate enough to survive this traumatic time and operated for Playfair until 1926, when she and the other ships owned by the Great Lakes Transportation Company Ltd. were acquired by Canada Steamship Lines Ltd., Montreal. Her new owner renamed her (d) RENFREW, in honour of the town of Renfrew, Ontario, which is located in the Ottawa Valley, west of the city of Ottawa.

RENFREW was painted up in Canada Steamship Lines colours as soon as her new owner could do so, but for a while in 1926, she operated with her Playfair grey hull but with the red, white and black C.S.L. stack. We have an excellent Young photograph of her at this stage, with the name GLENFINNAN still painted on her bows. (Unfortunately, space limitations prevent us including it on this month's photopage, but if possible we will include it as a follow-up in a subsequent issue, because it is such a rare and beautiful view.)

As it was, RENFREW did get a C.S.L. red hull during 1926, with the company's name in large letters down the side, "billboard-style", but she had an all-red forecastle to contrast with her white cabins, as had been C.S.L. practice up until that time. It was not until 1927 that the company began to adopt for all of its boats the white forecastle that we all came to know, and RENFREW still had the red forecastle in the 1927 Young photo that accompanies this feature.

RENFREW, being too large to trade down the old Welland Canal, remained in the upper lakes package freight service of her new owner, her duties not being much different than when she was under Playfair ownership. Her running mate on this service was the 1925-built RENVOYLE (II), (a) GLENLEDI (27).

However, RENFREW's service for C.S.L. was to be of short duration. When the export grain business started backing up during the summer of 1929, even before the great stock market crash of October, many of the fleet's older and less profitable ships were laid up. Most of the idled canallers lay in Kingston, while some of the upper lakers were put to the wall at Midland. RENFREW was laid up in the north slip at Point Edward (Sarnia), alongside the company's bulk carrier PORTSMOUTH, (a) GEORGE E. HARTNELL (23), (b) GLENOGLE (23), (c) GLENSANNOX (26). RENFREW came due in April of 1931 for survey that she never was given, and the steamer never again moved under her own power.

During 1937, Canada Steamship Lines, still reeling under the effects of the Great Depression, sold many of its idled vessels for scrapping, and they went to various breakers around the Great Lakes and down the St. Lawrence River. The PORTSMOUTH and RENFREW were sold to Wisconsin breakers, and they were towed from Sarnia to Sturgeon Bay by the United Towing and Salvage Company's big wrecking steamer MAPLECOURT. Shortly after their safe arrival at Sturgeon Bay, the two steamers were dismantled. RENFREW was only 44 years old, and had spent the better part of her last decade in idleness, but she was no longer of any use to Canada Steamship Lines, with her outmoded, stanchion-cluttered holds and hard-worked machinery.

Nevertheless, she had served three of the most famous fleets ever to operate on the lakes, in the Bradley, Playfair and C.S.L. operations, and her very few years under Elphicke management only serve now to fuel our numerous questions about the mystery-shrouded operations of that Chicago firm.

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Ed. Note: Your Editor and Secretary have had a great deal of enjoyment in putting together this feature concerning one of James Playfair's more interesting steamers, and we hope that our members will have shared our interest on reading the article.