

other Lake Erie ports downbound to Montreal and they usually returned up-bound with loads of pulpwood. That they carried pulplogs can be seen from the fact that they had cargo booms (not needed on a straight grain or coal boat) but also by the large wooden cages fitted over the winches in order to keep the stacked pulpwood clear of them.

ALGONQUINS, SIOUX, PHENICIA and IMARI were the only boats that St. Lawrence Steamships Ltd. ever owned, and they served the company well for more than a decade. The company had set a precedent when they named ALGONQUINS and SIOUX for native North American Indian tribes, and it was not long before the other two ships were renamed to fit the pattern. Accordingly, in early 1931, or perhaps late in 1930, PHENICIA was rechristened (b) CHEYENNE, while IMARI became (b) DELAWARE. While PHENICIA's original name referred to Phenicia (more commonly spelled Phoenicia), a group of city states located in ancient times at the eastern end of the Mediterranean, in areas now known as Syria and Lebanon, the name of CHEYENNE honoured a warlike tribe of Algonquian Indians who lived west of the Mississippi River, in the lands between the Missouri and Arkansas Rivers. The name DELAWARE referred to a different Algonquian tribe, formerly from the Delaware River area and later resident in what is now Oklahoma.

During the mid to late 1930s, and at least prior to 1938, St. Lawrence Steamships Ltd. adopted somewhat less interesting but, undoubtedly, far more easily maintained colours for its four ships. CHEYENNE's hull became black, her forecastle and cabins were painted white, and her stack was silver, with a black letter 'S' and a black smokeband. It was after the ships took on these new colours, and for CHEYENNE at least by the summer of 1938, that all four ships lost their original "sawmill" stacks. Fitted, apparently, with more efficient forced draft, the steamers did not need such tall smokestacks any longer, and they were given much shorter and rather heavier funnels. In the writer's humble opinion, all of the boats looked much better with these shorter stacks.

During 1939, the two original St. Lawrence steamers, ALGONQUINS and SIOUX, were deepened by the Muir Bros. Dry Dock Company Ltd. at its shipyard above old Lock One at Port Dalhousie. This reconstruction involved cutting each ship horizontally below the spar deck and raising the entire forward portion of the vessel so that the spar deck was flush with the poop or quarterdeck. CHEYENNE was not treated the same way by St. Lawrence, although a subsequent owner did the job, and DELAWARE never was raised at all, and ran her entire life with the step in her deck.

ALGONQUINS, DELAWARE and SIOUX were requisitioned by the Canadian government in 1940 for wartime service on salt water, but CHEYENNE was left to her owners, and she carried on in service for St. Lawrence Steamships throughout the war years. Although her cabins, masts and stack retained their same colours when CHEYENNE was operating alone, her forecastle and forecastle head bulwark were painted black. It was in this livery that CHEYENNE appeared when, towards the close of World War Two, the steamer carried the first load of soya beans to the as-yet-uncompleted Victory Soya Mills facility at Toronto. A photograph of that event shows the soya mill still under construction, behind the elevator and out on the corner between the Parliament Street slip and the entrance to the Keating Channel.

In due course of time, the hostilities of World War Two came to an end. CHEYENNE had remained safely in the lakes, and her three fleetmates had somehow made it through the war without falling victim either to enemy action or to the elements on the deep seas. But many of the Canadian canallers that went to war were not so lucky. The fleet of Paterson Steamships Ltd., Fort William, was hit particularly hard, as eleven Paterson canallers were lost on salt water during the war years and an additional canal steamer was lost in 1940 on the lakes. As well, several other requisitioned Paterson canallers were in such bad condition after the war that the company did not re-