

sides were extended outward. There were a number of doors and windows in the aft cabin, but it was not long before the windows were plated over and replaced by more protective portholes. The tall, heavy and well-raked smokestack rose almost at the very forward end of the boat deck, with two very large ventilator cowls set just slightly ahead and on either side of the stack. The bunker hatch was located in the boat deck behind the funnel. One large steam whistle was carried high up on the leading face of the smokestack, but after the Burkes acquired the steamer, a second whistle was added. We are not certain whether this was simply to provide a backup or whether a chime effect was created by blowing the two whistles together.

The tall pole mainmast, raked to match the foremast and the stack, rose abaft the bunker hatch, and several ventilator cowls were located around it. A lifeboat was carried on the boat deck overhang on either side, worked with radial davits, and a double emergency steering wheel was located right aft on the boat deck. A nicely raked jackstaff rose from the squared-off aft end of the boat deck overhang.

We have only one photograph of F. P. JONES, and it shows the colours she wore early in her life. Her hull was black, including the forecastle and poop, while the cabins were all white. Her stack was black with a white band on which was superimposed a black diamond enclosing a white letter 'H'. (The JONES did not stay with the Hall fleet long enough to be given the better-known "wishbone" stack design that the company began using after its reorganization in 1918.) The name was painted in white letters fairly well down on the bow (at shelter deck level), while the legend "Geo. Hall Coal Co.'s Line" appeared in white letters on the forecastle bulwarks. The foremast was painted buff, while the main was black.

The JONES, immediately after completion and delivery, was placed in Hall's usual trades of the period, carrying coal eastbound from the lakes to Montreal and then returning upbound with pulpwood from the timber holdings along the lower St. Lawrence, usually unloading the pulpwood at Waddington, New York. The photo we have of the JONES, however, shows her carrying a high deckload, but of sawn lumber, not of pulpwood.

GEORGE L. EATON was sold to New York City owners in 1917, but the JONES, MACTIER and ISELIN, together with the ROBINSON, continued to serve the Hall fleet until 1918, when all four steamers were requisitioned by the United States Shipping Board for wartime service on salt water. However, their wartime service was brief, as the hostilities soon were concluded, and all four of them survived without damage. (The EATON, on the other hand, was torpedoed and sunk.) F. P. JONES, A. D. MACTIER, ADRIAN ISELIN and LUCIUS W. ROBINSON all were returned to the Hall fleet in 1919 and came back to the lakes. By this time, the company had been reorganized and so their official owner was the Geo. Hall Coal & Transportation Company, of Ogdensburg.

It was not Hall, however, that actually returned the JONES to the lakes, for on November 10, 1919, she was sold to James Playfair's Great Lakes Transportation Company Ltd., of Midland, Ontario. She was re-registered at Midland under Canadian official number 138219, and was renamed (b) GLENCADAM. It was Playfair's usual practice to give his ships names beginning with the prefix "Glen", and honouring places in Scotland, from whence his family originated. We have, however, been unable to locate any place named Glencadam, so either the place is no longer known by that name, or else is too small to appear in major atlases.

A crew under chief engineer Mel Leatherdale was sent to New York City where the steamer was located and, before the close of navigation, she was brought up to Midland, where she spent the winter. It was at this time that she was extensively refitted for service in the Caribbean, where Playfair intended to commence a service transporting bulk sugar, and the strong construction of the steamer appeared to make her suitable for salt water service. She was given twin kingposts forward to assist in handling cargo, and a doghouse