

Our 1923 Young Studio photograph of GLENMOUNT, taken when she was upbound in Little Rapids Cut at Sault Ste. Marie, may well have been one of the last pictures ever taken of GLENMOUNT in service, if not the actual last. Our records indicate that GLENMOUNT was retired from service "circa 1923", and was laid up at Midland, Ontario, this despite the fact that she looks pretty spry in the 1923 photo. She may, however, have developed serious hull or mechanical problems. "Canadian Railway and Marine World" listed her in its 1924 list of appointments for the 1924 season, but no appointments were shown for her. She was not mentioned at all in the same publication's 1925 listing.

Our records indicate that "about 1924 or 1925", GLENMOUNT's engine and boilers, together with everything else of value, were removed. It apparently was intended to use the hull as a drydock (in much the same way as the hull of the old Playfair wooden steamer MAJOR was used at the Midland shipyard) but for some reason this did not prove feasible. GLENMOUNT finally was broken up at Wye Beach, better known as Tiffin, near Midland, Ontario.

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Ed. Note: Anyone with additional information or interesting photographs of FAYETTE BROWN - OMEGA - GLENMOUNT should contact the Editor as we may be able to run a follow-up article if enough extra material becomes available.

Of assistance to us in preparing this feature were: Around the Lakes, published in 1894 by the Detroit Dry Dock Company - an invaluable volume (we have the late, great historian William A. McDonald's copy); various shipping registers of varying degrees of credibility; John O. Greenwood's "Namesakes" writings, and excerpts from the marine columns of the "Port Huron Daily Times" provided to us by Rev. Peter J. Van der Linden. We acknowledge the writings of the late John H. Bascom and James M. Kidd, as well as Julius F. Wolff, Jr.'s Lake Superior Shipwrecks (1990).

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FLEET HISTORIES SERIES CONTINUES

Recently appearing was Volume Six in John O. Greenwood's The Fleet Histories Series. This 212-page hardcover details the histories of the well-known fleets of the Cleveland-Cliffs organization, and the Detroit and Cleveland Navigation Company, as well as the one-ship fleet of the Traverse City Transportation Company, and the enigmatic operations of the Hawgood family of Cleveland. As usual, there is much information about the companies and the ships they operated, with many rare photographs. Of particular interest is the detail regarding the ignominy of the last years of the Hawgood operations, when litigation involved the Hawgoods and the American Ship Building Company in respect of secret commissions paid to the Hawgoods by the shipbuilder for the construction of a number of ships for companies in which the Hawgoods were interested. The best of the Hawgood ships were as big and design-distinctive as were those of the ill-starred Gilchrist and Mitchell fleets of the same era.

The book may be ordered from Freshwater Press, Inc., 1700 East 13th Street, Suite 3-R, Cleveland, Ohio 44114, U.S.A. The price is U.S. \$26.25. U.S. customers should add \$3.88 for packing and shipping, while Canadian purchasers should add U.S. \$5.61 for packing and shipping.

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Just a reminder to mark **Saturday, May 15th**, on your calendar for the **ANNUAL DINNER MEETING**. We hope you will join us for that very special event.

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