

did not come into general use until somewhat later. The forecastle and cabins were white, and the smokestack seems to have been all black. The foremast was buff, and the main was black. A large white ring was painted on the bow, centred below the ship's name, and inside the ring was a large, white letter 'S'.

Over the years, there were a few changes made to the STEWART. Her foremast became black like the main, and a shorter but much fatter smokestack took the place of the old one. The 1913 Lynn's Directory described her stack as black with S on", but it can be seen from photos that the stack by this time was black with a broad, white band, on which was a dark 'S', which probably was black but might have been red. An enclosed upper pilothouse also was added, but we have no idea when. It was rather good looking, with thirteen windows in its curved face, a sunvisor over the windows, and a door in either side. The upper house was rather larger than the old pilothouse, and the back part of it overhung the texas, with an open space underneath.

It was reported that A. E. STEWART was a victim of the Great Storm of November 9, 1913. She got into trouble on Whitefish Bay, Lake Superior, and while some reports say that she went aground, others say that she did not. Some say she later was salvaged, while others say she was able to proceed on her own way without assistance. We doubt we'll ever know what really did occur.

On December 17th, 1915, A. E. STEWART was sold to John J. Barlum, of Detroit, who we have reason to believe had been managing her for Stewart since at least 1913. In any event, she did not long remain under Barlum's ownership, for on February 10th, 1916, he resold her to the Great Lakes Transportation Company Ltd., Midland, Ontario, of which James Playfair was manager. She was (although perhaps not too quickly), brought into Canadian registry, with official number 138213 and a home port of Midland. The 1918 "Dominion List" of shipping showed her dimensions as 380.0 (overall) x 50.2 x 24.0, and her tonnage as 3871 Gross and 2465 Net.

Playfair did not immediately rename the STEWART, but he did get her painted up quickly in his traditional colours. She was given a light grey hull, with white forecastle and cabins, and her stack was crimson with a black top. Both of her masts were painted black.

We would direct the attention of our readers to the bottom photo on the front side of the accompanying photopage. A typical Young Studio view showing A. E. STEWART upbound in spring ice above the Soo Locks, it was taken in 1917, the STEWART's second season in Playfair ownership. We can imagine what a cold day it was, with the wind whipping the smoke straight back out of the STEWART's smokestack, the STEWART's foremast halyard bellied out, and the flags standing straight out. In the background can be seen the steamers WILLIAM B. SCHILLER (left) and CALDERA (right).

But speaking of flags, take a look at the flag flying from the jackstaff of the STEWART. It is the "Stars and Stripes", not the Canadian Red Ensign that one would have expected to see flying from a Canadian ship! What does this mean? We wish we knew. The 1915-1916 Lloyd's Register still showed her as owned by Stewart, with Barlum as manager. Did Playfair actually leave her under her old registry for two years? It was not until 1918 that she was given a traditional Scottish name, (b) GLENORCHY, to recall James Playfair's Scots roots. We can find no sources of information to explain the delay.

The name GLENORCHY found its derivation in the Strathclyde district of central Scotland, northwest of Glasgow. Glen Orchy is a valley, through which flows a river of the same name, in the southern region of the Grampian Mountains.

GLENORCHY seems to have operated successfully for Playfair, primarily in the grain trade from Lake Superior to the ports of Georgian Bay and Lake Erie.