

She did, however, take coal cargoes upbound when available, and it would have been coal that she was carrying when photographed by Young at the Soo in 1917. The only incident of which we have any knowledge involving the ship prior to the 1924 season is one for which a report was found by John Greenwood. It was reported that, at 11:27 a.m. on October 23rd, 1922, in gusty wind conditions, GLENORCHY struck the wharf at the Superior Elevator at Fort William. The impact must have been pretty forceful, for it set in her starboard bow and internal frames. Repairs were made at the Port Arthur shipyard, for which the cost was \$12,710.44.

By this time, as photos of GLENORCHY in the early 1920s will show, a small cabin had been built atop the texas roof, abaft the pilothouse. It is not possible from the photos to tell what the purpose of this structure was, although it must have provided accommodations of some nature.

The 1924 navigation season was to be an eventful one for the GLENORCHY. A copy of the Monday, April 21, 1924, edition of "The Daily Times-Journal" from Fort William recently was sent to us and it makes interesting reading. Its headline announced: "First Boats Arrive From The East - HURONIC and GLENORCHY are first boats to reach port". There were a number of articles on the front page and elsewhere concerning the shipping scene and the hectic start of what was expected to be one of the busiest grain shipping seasons on record. One item, however, attracted our attention.

"Racing almost neck and neck with the WM. F. FITCH, Capt. Fred Burke brought in the steamer GLENORCHY to the Fort William harbour at 9 o'clock this morning, the first boat to tie up here this season, thereby winning the silk hat which is given to the skipper of the first boat of the season by the Board of Trade.

"Capt. Burke said that his up-bound trip was made with but little difficulty. Above the Soo was about a quarter of a mile of ice field, in which some of the earlier boats to lock through had been ice-bound, but when he got into this, he managed to split a passage right through it and released the other vessels. He passed the locks at 8 o'clock on Sunday morning, so that he lost no time on Lake Superior, making the run in 13 hours.

"Speaking of his race up the lake, Capt. Burke said: 'The man who did the trick is George Price, our engineer, who was the man who gave us the last pound of steam that brought us in ahead. The GLENORCHY was second boat in(to) Fort William for two years in both 1922 and 1923, being beaten by the GLENISLA of her own line. We were greeted in the harbour by whistles and sirens and only beat the FITCH by minutes. In fact, I could see the captain of the FITCH on his bridge, and when he saw that the GLENORCHY was bound to win, he signalled his congratulations to me by shaking hands with himself on the bridge.'

"The distance from Passage Island to the docks at Fort William was covered by the GLENORCHY in 55 minutes, this being at the rate of 14 miles per hour.

"The officers of the GLENORCHY are: Captain, Fred Burke; first mate, Jas. McMillan; second mate, Lloyd Clarke; chief engineer, Geo. Price; second engineer, Heck Adams; fireman on watch during the race, Harold Arbor. The crew is practically the same as that of last season. Capt. Burke was formerly with the steamer UNITED LUMBERMAN, and later was on the GLENLIVET. Last year in the race to this port, the GLENORCHY was only five minutes behind the GLENISLA."

The article then went on at length concerning the details of the festivities that afternoon at the Kam Club, at which Capt. Burke was presented with the ceremonial silk hat and given the freedom of the city.

The same edition of the paper reported that 2,000,000 bushels of grain were already on the way east from Port Arthur and Fort William. On Sunday, MID-