

LAND KING, EMPEROR, E. B. OSLER, MIDLAND PRINCE, COLLINGWOOD and BEAVERTON cleared eastbound with grain, while loading on Monday were the FITCH and GLENORCHY, along with GLENSHEE and CHARLES O. JENKINS. The fact that James Playfair was such an important vessel operator can be seen from how many of his ships were already at the Canadian Lakehead or were due shortly. Expected to arrive later on Monday the 21st were: GLENCAIRN, GLENLIVET, GLENFINNAN, GLENSANNOX, GLENBURNIE, GLENCASSIE, GLENGELDIE, GLENCALVIE, GLENDOCHART, GLENBUCKIE, THEODORE H. WICKWIRE, J. L. REISS, JUDGE HART and OTTO M. REISS. Due on Tuesday were GLENARM, GLENMAVIS, GLENORVIE, GLENISLA, G. J. GRAMMER and MAPLEDAWN.

The 1924 season may have started happily for GLENORCHY and her master and crew, but it certainly did not end that way. The end of the season came much earlier than the steamer's owner had intended, and it is fortunate indeed that it was not accompanied by major loss of life. The end came for GLENORCHY on Wednesday, October 29th, 1924, when she was downbound on Lake Huron off Harbor Beach, Michigan, with a cargo of grain for Lake Erie. The December, 1924, issue of "Canadian Railway and Marine World" reported the details in an article covering the loss not only of GLENORCHY, but also of another Playfair steamer, GLENLYON, which was wrecked on Isle Royale in early November of that same year.

"The s.s. GLENORCHY, owned by Great Lakes Transportation Co., Midland, Ont., grain laden from Fort William, Ont., sank in Lake Huron, a few miles off Harbor Beach, Michigan, on Oct. 29, following a collision. A heavy pall of smoke from forest fires in Michigan overhung the lake, and made observation difficult. The colliding steamship was the LEONARD B. MILLER, owned by Columbia Steamship Co., Cleveland, Ohio, upbound, and it is stated that she ran directly into the GLENORCHY, damaging her own bow severely, and cutting into the GLENORCHY so badly that the latter sank in 19 minutes. The LEONARD B. MILLER took off the GLENORCHY's crew, one of whom was injured in the collision, and transferred them later to the tug OREGON, which went from Port Huron, Mich., to render aid. The MILLER returned to Port Huron for repairs. The GLENORCHY will be a total loss as she is stated to be lying in 40 fathoms, and is not likely to be raised.

"An investigation into the collision is reported to have been made on Oct. 30 at Port Huron by Capt. F. J. Meno, Detroit, Mich., United States Supervising Inspector, and E. B. Hill, Port Huron, but their decision had not been announced at the time of writing. Action is reported to have been taken in a United States court at Cleveland by the Great Lakes Transportation Co. against the LEONARD B. MILLER's owners to recover \$620,000 as damages..."

The same publication carried the results of the enquiry in its issue of March, 1925. "P. Larson and E. B. Hull, local inspectors, Steamboat Inspection Service, U.S.A. Commerce Department, Port Huron, Mich., have made the following report on the collision between the s.s. GLENORCHY... and the s.s. LEONARD B. MILLER..."

"'After receiving the statutory report of Wm. Hagan, master of s.s. LEONARD B. MILLER, 6291 gross tons, Columbia Steamship Co., Cleveland, Ohio, owners, we proceeded to investigate the case. We requested a report of the accident from Fred Burke, master of the Canadian s.s. GLENORCHY, 3943 gross tons, Great Lakes Transportation Co., Midland, Ont., owners, which was not granted, and it developed that the MILLER, en route from Huron, Ohio, to Duluth, Minn., loaded with coal, and when in Lake Huron on Oct. 29, 1924, about 5 miles south east of Harbor Beach at 1 p.m., and about 5 miles off shore, or well within the up-bound course according to the Lake Carriers' (Association) Rules, a bank of fog was observed approaching from the eastward, the fog whistle was started on the ship at regular intervals, the engines were checked to slow speed, and about this time, the fog whistle of a down bound steamship was heard, a long distance up the lake, and a trifle on the port bow of the LEONARD B. MILLER.