

Montreal where, after discharging the balance of her cargo, she was put on drydock for examination".

Then, on November 2, 1923, PABJUNE was involved in a collision with Canada Steamship Lines' EDMONTON on the Darcy Lake level of the Cornwall Canal. PABJUNE was downbound for Montreal, while EDMONTON was upbound. The December 1923 issue of "Canadian Railway and Marine World" reported that damage to PABJUNE was "slight" and she proceeded on her way. EDMONTON, however, put in at Prescott for temporary repairs, then went to Toronto to be unloaded, and finally went to Kingston for permanent repairs.

"Canadian Railway and Marine World" reported in its February 1924 issue that METCALFE was at the Collingwood shipyard that winter for the "repair of side damage", so she also must have been in a scrape of some nature. We have been unable to find details.

For the 1924 season, PABJUNE was commanded by Capt. James Cochrane, while her chief engineer still was J. M. Clark. Master of METCALFE was Capt. Charles A. Martin, and in charge of her engineroom was L. Lambert. The October 1924 issue of "Canadian Railway and Marine World" reported that, during August of that year, Canadian Vickers Ltd., Montreal, worked on METCALFE, straightening stanchions and hand rails. This makes it sound as if she had rubbed another vessel, or perhaps a bridge, probably in the old canal system. In 1925, appointments of masters and chief engineers to the two steamers were: METCALFE, C. A. Martin and J. M. Pendrith; PABJUNE, J. B. Gamache and J. M. Clark. The same appointments were made for PABJUNE in 1926, while on METCALFE, C. Thompson was named as chief.

In 1926, two significant things happened. First of all, presumably during the autumn, METCALFE appears to have been involved in a grounding. She was drydocked on November 4, 1926 by Canadian Vickers Ltd. at Montreal "for survey and repairs to bottom damage, including 21 shell plates removed and faired up or renewed; also repairs to internals in way of damage, and miscellaneous hull and machinery repairs". She was taken off the drydock on November 11th. We have no details of the incident(s) that made such extensive repairs necessary.

Also, late in 1926, Canada Steamship Lines Ltd., which recently had been on a buying spree, acquiring vessels from the Playfair and Hall fleets, took over DALRYMPLE, SASKATOON, METCALFE and PABJUNE from Mapes and Ferdon. The official transfer of the ownership of METCALFE and PABJUNE to C.S.L. took place on January 15, 1927. They then were painted up in C.S.L. colours, with red hull, white fore-castle and cabins, buff masts, and orange-red stack with a broad white band and black top. Canada Steamship Lines "billboards" in white were added to each side.

As well, C.S.L. in 1927 renamed many of the ships in its fleet, including its 1926 purchases. All four of the former Mapes and Ferdon steamers were given names ending in the suffix "mount", which C.S.L. had picked up from the Montreal Transportation Company, whose vessels it earlier had acquired. DALRYMPLE became KINMOUNT (ii), SASKATOON was renamed ROSEMOUNT (ii), METCALFE became FAIRMOUNT (ii), all of these names being repeats of names previously used by the M.T.Co., while PABJUNE was rechristened STARMOUNT.

FAIRMOUNT was named for a small railway town in Saskatchewan, located southwest of the City of Saskatoon, but we have been unable to find any geographical origin for the name STARMOUNT. John Greenwood, in his "Namesakes" series, stated that STARMOUNT was named for Polaris, the North Star, but we sincerely doubt that as there was no precedent for such a name in the C.S.L. fleet. We wonder whether the name might have been a mis-spelling of STORMOUNT, of which name there had been two M.T.Co. ships, one of which made it briefly into C.S.L. ownership before being wrecked in 1920. STORMOUNT, itself, was a contrived name, apparently being taken from Stormont County, located in southeastern Ontario.