

the enclosed A-frame and structure from which cargo was deposited onto the unloading boom. The boom itself was short (just 75 feet) and rather unsymmetrical, as the part aft of the peak was longer than the forward portion.

GLENELG's hull was painted the usual Playfair light grey, while the fore-castle head bulwark was white, as were the texas, pilothouse and after cabin. The housing for the elevator gear was grey, while the A-frame and unloading boom were black, as was appropriate for a collier. The foremast was buff and the main was black. The smokestack was crimson with a broad black smokeband at the top. The wooden lapstreak lifeboats were painted grey.

GLENELG entered service soon after her delivery and she ran almost exclusively in the coal trade, and most of the coal she carried was, naturally, that of the Valley Camp Coal Company. Being of canal dimensions, she was able to trade all over the lake and river system and served many small ports that could not accommodate larger vessels. She was the only self-unloader that the Great Lakes Transportation Company (or any other Canadian Playfair company) would own. Nevertheless, Playfair did manage for a number of years (until 1934) the British-built, scraper-type self-unloader VALLEY CAMP, which was built in 1927 for the Valley Camp Coal Company of Canada, and this vessel originally came out in Playfair colours, although she did not keep them for long. By the time VALLEY CAMP came out, however, GLENELG no longer was operating under Playfair management.

Late in 1925, plans were secretly developed to sell almost all of the vessels of the Great Lakes Transportation Company Limited as well as those of the George Hall Coal & Shipping Corporation (formed in 1925 to include, amongst others, numerous canallers formerly operated by Playfair's various "Glen" lines, and of which Playfair was president) to Canada Steamship Lines Ltd. The closing of the deal, details of which were handled by James Richardson, took place on March 10, 1926, and was announced to an astounded shipping industry on March 16th.

Almost immediately, the ships involved in the sale were given C.S.L. stack colours, which by then had become the orange-red bottom, white band and black top which had come to C.S.L. via its earlier acquisition of the Northern Navigation Company. It took longer, however, for the ships' hulls to be painted in C.S.L. red, and many of them did not get repainted until 1927. C.S.L. renamed most of the vessels it purchased in this transaction in time for the 1927 season, but two of the ships, namely GLENEAGLES and GLENELG were not renamed. We understand that GLENEAGLES kept her name through a special arrangement between vendor and purchaser, but C.S.L. may simply have kept the GLENELG name because it was so interesting and unusual.

GLENELG did not receive the usual C.S.L. hull colours. By virtue of the fact that she operated in the dirty coal trade, her hull and fore-castle were painted black and the company's name "billboards" along each side were done in white letters. Most of the deck trim also was done in black. The name appeared in white on the bows but was painted, strangely, in letters that slanted toward the stem; it would appear that way for the entire remainder of the steamer's career.

The ship went into the coal trade for C.S.L. and she would serve in that trade for almost thirty years, mostly on the lower lakes. During this time, she spent most of her winters at Kingston, and any necessary repair or refit work would be done there, usually during the winter months. She and VALLEY CAMP were the first out of Kingston in April of 1935, and GLENELG was first out again in April of 1942, this time with Capt. Norman Reoch in command. In April of 1948, she was the first ship to be moved from the C.S.L. docks to the shipyard once the ice cleared, and she also was the first ship to clear port for the new season. She also was first out in 1949 and 1950. In the latter year, she departed Kingston on April 6 and was back in on the 14th with Kingston's first load of coal for the season, after making two trips from Sodus to Toronto. She also often loaded coal at the B & O coal docks on