

the Genesee River at Charlotte.

Other interesting reports in the "Kingston Whig-Standard" included a note of August 17, 1936, to the effect that GLENELG was on drydock at Kingston as a result of scraping bottom in the St. Lawrence canals. She was to be on the dock for two weeks. Also, over the winter of 1948-1949, she was reported at the shipyard for "general hull and machinery repairs".

GLENELG's service normally was rather humdrum, but on two occasions she was involved in labour unrest. In June of 1946, some 200 policemen were called out and walked along the shore of the Welland Canal as GLENELG passed through in order to prevent interference by striking members of the Canadian Seamen's Union.



Some 200 police lined the canal and "walked" the Glenelg through the locks to prevent interference by strikers.

Then, in April, 1948, there was another C.S.U. strike and GLENELG was picketed by the C.S.U. as she unloaded coal at Toronto. Officials of the C.S.U. also circled about in a motor launch appealing to the crews of several ships, including GLENELG, to walk off. This was on April 19. Three days later, on the 22nd, GLENELG was downbound in the Welland Canal when, at Thorold, she was boarded by 34 C.S.U. pickets.

The ship was lowered to the bottom of Lock 5 in the Flight Locks and was held there, thus trapping the pickets. In due course, the ship was released and police arrested all of the pickets. It was reported in May of 1950 that C.S.L. had been awarded \$22,709.30 at court for damages suffered by GLENELG in the 1948 incident.

In her latter years as a self-unloader, GLENELG underwent several alterations. By at least 1946, her unloading boom was substantially lengthened (or an entirely new boom fitted), and a long and hinged chute was added to its end to extend its reach. As well, by 1948, two small "doghouses", to provide additional crew accommodations, had been fitted, one on either side of the forward end of the boat deck aft. Then in 1950 (presumably over the winter of 1949-1950 at Kingston), the steamer was reboilered. She was given one single-ended, coal-fired Scotch boiler which had been manufactured back in 1940 and, presumably, was war surplus. We do not know its dimensions or the name of its manufacturer, but it had 3,540 square feet of heating surface and produced steam at 195 p.s.i. By this time, the steamer also had been given a Typhon steam horn to serve as her main "voice", although the old whistle was retained as a standby.

The "Kingston Whig-Standard" of November 1, 1954, reported that work was continuing at the shipyard on the repair of GLENELG's unloading boom, which