

1934, and then operations manager in 1938. Captain Angus was named vice-president of the firm in 1955 and retired in 1958. He passed away on October 28, 1966.

His namesake was completed as a bulk carrier in the spring of 1954, and she loaded her maiden cargo of 503,000 bushels of grain at the Canadian Lakehead on June 19, 1954. She was downbound at the Soo on her first loaded trip on Sunday, June 20th. Her first cargo of iron ore was loaded at Two Harbors, Minnesota, on July 3, 1954. She then settled into a regular and mostly uneventful career in the grain and ore trades, although at that time she was far too large to trade down through the old St. Lawrence Canals. In the pre-Seaway era, 1954 through 1958, she carried 120 cargoes, 53 of those being grain, 50 iron ore and 17 coal. She loaded 56 of those cargoes at the Canadian Lakehead, 34 at Duluth, 5 at Superior, 4 at Presque Isle, 2 at Silver Bay and 1 each at Two Harbors and Marquette, with the 17 loads of coal being taken on at Sandusky, Ohio. Of all of these cargoes, 65 were discharged at Hamilton, 17 at Toronto, 14 at Port Colborne, 8 each at Sarnia and Prescott, 4 at Midland, 2 at Port McNicoll and 1 each at Huron, Ohio, and Erie, Pennsylvania.

1959 saw the opening of the new St. Lawrence Seaway and with it came the reorganization of Upper Lakes & St. Lawrence as Upper Lakes Shipping Limited, Toronto. The ship's colours remained the same through this ownership change with the exception of the addition to the smokestack of a white diamond with a black centre, the diamond being centred over the line between the red and black sections of the funnel.

In the post-Seaway era, with the ship trading often to and from St. Lawrence River ports, the ANGUS carried 620 cargoes for Upper Lakes Shipping from 1959 through 1981. Of those, 296 were grain, 271 ore, 36 coal, 13 salt, 2 rolled steel products, and 1 each stone and coke. The cargoes were loaded and discharged at a wide variety of ports too numerous to list here. Most of the "grain" cargoes were corn but some were soybeans loaded at Toledo. The coal cargoes were loaded at the traditional Lake Erie coal ports of Sandusky, Conneaut, Ashtabula and Toledo. Iron ore not only was carried down the lakes but also upbound from Lower St. Lawrence ports.

An unsourced Brookes clipping dated December 9, 1959, noted that 47 (!) lake ships were scheduled to spend the coming winter at Toronto. Upper Lakes Shipping would have more ships there than any other fleet, with ten canallers, two medium-sized lakers and two larger lakers (R. BRUCE ANGUS and GORDON C. LEITCH) bringing in more than 2,500,000 bushels of storage grain. Appointments for the 1960 season were announced on January 25, 1960, and Capt. D. F. Crawford, of Welland, was named to the ANGUS as master, with D. Harpell, Midland, as chief engineer.

On June 10, 1960, the ANGUS was the first ship on which a new grain unloading system was utilized at Trois-Rivieres, Quebec, and 560,000 bushels were unloaded from the ship in less than 15 hours. Unfortunately, the early 1960s brought labour unrest for the Upper Lakes Shipping fleet as the crewing of the vessels became a hotly disputed union issue. An item appearing on May 3, 1962, in the "Kingston Whig Standard" reported that the ANGUS had been harassed by a Seafarers' International Union rowboat which was trying to prevent her from docking at Milwaukee, Wisconsin. The same paper reported on May 30, 1962, that the master of the ANGUS said that shots had been fired at the ship at Buffalo, New York. The Kingston paper on July 30 and also July 31, 1963, noted that S.I.U. protesters were attempting to interfere with the unloading of the ANGUS at Cleveland, and shots were reported as having been fired at the vessel.

On Wednesday, November 11, 1964, the "Kingston Whig Standard" carried an AP report originating from Ogdensburg, New York. "A Canadian grain ship, the R. BRUCE ANGUS, was pulled free today by three tugboats after running aground in the St. Lawrence River water described as at its lowest level in 30 years. The 619-foot vessel, carrying grain to Trois-Rivieres, Que., became bogged down early Tuesday (Nov. 10) in six feet of water (? -Ed.) near Ogden Island. The ship requires a draft of 21 feet. Officials said the river level is the lowest in 30 years because of the prolonged drought. The ship... was towed to Iroquois, Ont., to be checked for damage."

Four years later, the ANGUS was again in trouble in the St. Lawrence. She was aground October 26-29, 1968, near Beauharnois. Part of her cargo was lightered into the wrecker P. S. BARGE NO. 1 (formerly the ANGUS' canal-sized fleetmate EDWIN T. DOUGLASS) and then she went to the shipyard at Port Weller for the replacement of 65 damaged bottom plates. The ANGUS remained at Port Weller during the winter.