



REAL GOLD at Miami, April 13, 1971. Photo from Wm. Rau collection, courtesy Skip Gillham

And so ended the career of a steamer which only saw real success during one stage of her life, that being when Canada Steamship Lines operated her as a canal-sized package freighter. In the years before and after that, she never really found her niche. However, she was a good looking ship and we always enjoyed seeing her along the Welland Canal or in Toronto Harbour.

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Ed. Note: We extend our sincere thanks to Ron Beaupre for suggesting that we use GLENROSS - BATTLEFORD for this month's feature; we think it was a very good suggestion and we have enjoyed working on the article. For their help in providing information and/or photos for the feature, we are very grateful to Don Boone, Skip Gillham and Capt. Gerry Ouderkirk. The scrapbooks of Ivan Brookes and Jim Kidd were of much assistance, as were Jim's notes. If any member can provide a photo of GLENROSS in operation in Hall colours, we will be extremely grateful.

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A MEMBER'S QUERY

Longtime T.M.H.S. member Carl Ehrke, of Belleville, Ontario, recently wrote to ask us about the history of the tug A. L. KILLALY which over the past few winters has been stationed at Belleville and used to break ice in the mouth of the Moira River to prevent flooding.

This tug, 16.92 m x 4.42 m x 1.77 m, 36.65 Gross and 21.66 Net tons, and C.174016, registered at Brockville, is currently owned by 1662140 Ontario Inc., Picton, according to the Transport Canada website. She was built at Owen Sound in 1942 by Russel Brothers Ltd. as (a) WARD (47), and she and her sistertug WATCH were railed out to the east coast, tilted on their sides, before superstructure was added. Owned by the Ministry of Transport until 1967, WARD and WATCH were first used to move barges for a Canadian National Railways lightering service. The KILLALY passed to Arthur F. Simpson, Brockville, in 1967, to Jack E. Eamon, Montreal, in 1969, to A. F. Simpson Marine Ltd., Prescott, in 1970, and to Melbourne K. McIntosh, Belleville in 1977. Currently powered by two Cummins 200 h.p. diesels, she is double plated at the bow for ice and has heavy duty ice cages on her screws.

Our thanks to Steve Briggs' Russel Brothers website for much of this information.

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