

and through canals. There are two pole masts and three heavy derricks for working the cargo.

"A complete system of electric lighting is provided, with large cluster lights for use when cargo is being handled, regulation signal lamps, etc. The equipment includes a refrigeration plant for making ice and for keeping the refrigerating chamber cool, and providing water for the ship's use. The plumbing system includes water purifier, baths, w.c.'s, lavatories, constant supply of running water, and hot water when necessary. There are two lifeboats, with patent davits and disengaging gear, placed aft on top of the deckhouse. Each ship has been designed for a d.w. carrying capacity of 2,500 tons on canal draft of 14 feet, with grain capacity of about 120,000 bushels."

The EDWARD L. STRONG and her sisterships were very good-looking boats, and were amongst the most handsome canallers ever constructed. Unlike most canal steamers, the STRONG had a pleasing sheer to her deck, and a rather stylish counter stern. A closed rail ran back from the stem about three-quarters of the way down the forecastle, and there was a closed taffrail around the after cabin. The deck was "stepped" up to the quarter-deck between the fifth and sixth hatches, and it was the second and sixth hatches that were the large ones. If there was one rather jarring feature to the steamer's hull, it was the very large and squared anchor pockets which were set on either side of the bow just back of the stempost.

The texas cabin was large, with five portholes across its front, and the builder's plate and ship's bell were mounted over the centre porthole. The bridge deck extended out over the sides of the texas to form broad bridgewings that were supported by very heavy stanchions which sloped outward slightly as they ran down to the forecastle head. The pilothouse was a handsome structure with five big windows in its front and two windows and a hinged door in each side. A prominent sunvisor ran across the front of the pilothouse and down each side over the first side window. An open rail ran around the pilothouse roof.

The foremast rose out of the spar deck immediately behind the break of the forecastle and it was fitted with one cargo boom. The mainmast was stepped between the fourth and fifth hatches, and it carried two heavy cargo booms, one slung forward and one aft. The stack was fairly tall and heavy, and it sported just a hint of rake, as did the masts. A prominent cowl was set atop the funnel.

When the four sisterships entered service, their hulls were all black, including the forecastle. Their cabins were white, and their stacks were black, with the usual Hall "wishbone" and letter 'H' in white. The black hulls did not last long, however, and in late 1923 or early 1924 the hulls became a pleasing light grey with a high red boot-top.

The entire Fraser, Brace contract for the four ships was worth a total of \$1,000,000 - a substantial sum indeed for those days, especially considering the fact that some of the materials used in building the steamers undoubtedly were war surplus. The STRONG and her sisterships, however, were the best ships in the Hall fleet and were worth every penny they cost the fleet. They had excellent carrying capacity and soon earned their purchase price and began to make a substantial profit for Hall. They did have one nasty habit, however, which was noted by all those who sailed in them; as a result of their Isherwood framing system, they tended to shake rather badly, particularly when going astern, and this caused frequent problems with sheared rivets.

EDWARD L. STRONG sailed successfully for the Hall fleet, and we know of only one accident in which she was involved during this period of her career. On Sunday, July 8, 1923, she collided with the Playfair steamer GLENDOCHART between Locks 17 and 18 in the Cornwall Canal. The STRONG was downbound, under the command of Capt. W. J. Mills, while GLENDOCHART was upbound with