large steamship under construction at Midland, Ont., and a coal storage yard there. (2) The Midland Elevator Co.'s 4,000,000 bushel grain elevator at Midland, the whole of the capital stock of that company being owned by the Great Lakes Transportation Co. (3) The entire capital stock of Midland Shipbuilding Co. Ltd., Midland. (4) The entire capital stock of Geo. Hall Coal & Shipping Corporation... The transfer of the various properties to Canada Steamship Lines will be made as at April 1, 1926..." The sale, in fact, closed on March 10, 1926, and the formal announcement was made on March 16th.

The July 1926 issue of the same publication gave particulars of the new steamer: "The freight steamship GLENMHOR, built on the Great Lakes Transportation Co.'s order by the Midland Shipbuilding Co., to the British Corporation's highest class requirements, which will be the largest carrier on the Great Lakes, and which on completion will be transferred to Canada Steamship Lines Ltd., was launched at Midland, Ont., (Wednesday) June 23. (She was jointly christened by Mrs. James Playfair and Mrs. D. L. White, wife of the president of the Midland Shipbuilding Company Ltd. -Ed.) The general dimensions are: length over all, 633 ft.; length on keel, 613 ft.; breadth, 70 ft.; depth, 29 ft.; carrying capacity on 18 ft. draft, 14,500 tons. A double bottom 5 ft. deep runs the entire length of the ship, divided into 7 watertight compartments. The side tank, which is separate from the double bottom, is fitted for the full length of the cargo hold, extends 5 ft. in from the ship's side, and is divided into 3 watertight compartments on each side of the ship. The side tank wall is extended up to the spar deck, leaving a tunnel 5 ft. wide above the main deck; all steam pipes, electric wires, steering gear shafting, hose lines, etc., will be located in this space and will be easily accessible for repairs at any time when the ship is loaded.

"The cargo hold is divided into seven compartments by 6 screen bulkheads, the hold being 474 ft. long by 60 ft. wide. Access to cargo space is provided by 25 hatches, spaced 18 ft. centres; all hatches will be fitted with telescoping steel covers, to be operated by two 6 x 6 in. steam winches. For mooring, six 9 x 10 in. steam winches will be installed, one at stern, 4 between aft houses and forecastle, and one in the windlass room. The steering gear will consist of a shaft controlled 9 x 9 engine, direct connected to rudder stock with control arms.

"Forward there will be a raised forecastle, with large deckhouse above, which will be surmounted by the captain's quarters and pilot house. The forecastle will have accommodation for first and second mates, 2 wheelsmen, 2 watchmen, one boatswain and one wireless operator; also officers' recreation hall, lavatories and shower baths. The deckhouse above the forecastle will contain 3 passenger staterooms, observation room, private dining room, kitchenette and accommodation for steward and cook. Above this will be the captain's house, which will be arranged with bedroom, office, bathroom, spare room and inside stairway leading up to the pilot house.

"At the after end of the ship, the lower deck house will contain the officers' dining room, with private dining room adjoining. These rooms will have no connecting door, but will be entered from the outside or from the steward's hall, and contrary to usual practice, there will be no doors in the dining rooms opening into bedrooms. The cook's and steward's rooms will be convenient to the galley and have bathroom adjoining. The deckhands, firemen and coal-passers, galley, pantry, stores and mess rooms will be all located in this house, each living room having its own shower bath and lavatory.

"Above this accommodation will be a steel house containing quarters for the engine room staff. The chief engineer will have the entire after end of the structure, bedroom, bathroom and office (provided), with thwartship hallway running the full width of the house. The entrance to the engine room will be from this hallway, the stair leading down inside of the engine casing. On the starboard side, there will be accommodation for the second engineer and one spare room; on the port side, the third and fourth engineers and two