Accompanying this article was a side elevation drawing of the steamer, clearly showing the name GLENMHOR in large letters on her side amidships, as in the manner in which most Playfair steamers then were painted. In the same issue was an account of the launch, also referring to the ship throughout as GLENMHOR. But the fact is that although photographs of the ship on the ways at Midland also show the name GLENMHOR painted on her, the name was changed to GLENMOHR very shortly before she was launched on June 23rd, 1926.

In either spelling, the name in Gaelic meant "great glen", a most appropriate name for the largest ship on the Great Lakes, the first to have a beam of 70 feet, and the grandest ship James Playfair ever would own (even though he had to relinquish her as soon as her construction was completed). But the change in the spelling of the name has always caused confusion. Most shipping registers showed her first name as GLENMOHR, not showing GLENMHOR at all. Both the Dominion List of Shipping and the "Mills List", however, show only the spelling GLENMHOR and do not mention GLENMOHR!

Whatever, the steamer was enrolled at Midland under Canadian official number 152647, and Midland was to remain her port of registry throughout her life. Her dimensions as shown on the Dominion register were 621.1 x 70.3 x 25.4, and her tonnage was 10480 Gross and 7503 Net. Her cargo capacity was 14,820 gross tons when operating at her assigned mid-summer draft of 18'6".

As completed, GLENMOHR (and we will call her that because that was the name painted on her when launched), was a handsome ship indeed, with her triple-deck cabin forward over a full-topgallant forecastle, and her double-deck cabin aft surmounted by a tall and very thick funnel. Three large ventilator cowls rose out of the first upper deck ahead of the stack, and one lifeboat was carried on each side of this deck. A fairly short foremast rose just behind the pilothouse, and a somewhat taller mainmast was placed just abaft the smokestack. The masts were nicely raked and the hull had a pleasing sheer which tended to accentuate the perceived height of the forward cabins. The anchors were carried in deep pockets set well below the level of the main deck.

The ship looked very good in Playfair colours, with her light grey hull, white forecastle and cabins, and crimson smokestack with black top. Her name appeared in large white letters on each side amidships. It is unfortunate that, unlike GLENIFFER and GLENEAGLES, GLENMOHR never had the opportunity to operate wearing this livery.

However, as per the conditions of the sale, Playfair turned GLENMOHR over to Canada Steamship Lines Ltd. upon her delivery by the shipyard in August of 1926. She remained at Midland while her new owner completed her fit-out and gave her its red, white and black stack design. She retained her grey hull for a while, however, before it was painted the familiar C.S.L. red, and our late and longtime T.M.H.S. member, R. T. "Scotty" McCannell, insisted that the ship made three trips for C.S.L. with the grey hull.

But what of her name? C.S.L. renamed most but not all of the former Playfair vessels. GLENIFFER soon became ASHCROFT but GLENEAGLES, for whatever reason, kept her old name. GLENMOHR was renamed LEMOYNE in honour of the cottage of C.S.L. president W. H. Coverdale, which was located at Lemoyne's Point on Lake Ontario, west of Kingston. And yes, all of the registers and all of the photos ever taken of the steamer, except for one, show her C.S.L. name to be LEMOYNE.

But on our photopage this month will be found a photograph of the steamer fitting out at Midland while lying alongside the steamer J. H. G. HAGARTY. A close look will show that the name lettered on the forecastle, on the side amidships, and on the boilerhouse rail is LEMOINE, not LEMOYNE! The existence of this photo was first made known to us some years ago by T.M.H.S. member Viktor Kaczkowski, and recently a good print of it was supplied to us by another member, Vern Sweeting of Midland. This spelling of the name is