

not recorded in any shipping register, however, and it would appear that Mr. Coverdale had second thoughts about the name and had its spelling changed before the steamer was placed in operation.

To shed some light on this confusing situation, we would refer to the following item which appeared in the September 1926 issue of "Canadian Railway and Marine World". "We are advised officially that the Great Lakes freight steamship GLENMOHR, launched at Midland, July 23 (sic. - tsk, tsk! The date was JUNE 23rd -Ed.) and described fully in 'Canadian Railway and Marine World' for July, pg. 389 and 392, ran her trial trip (Wednesday) Aug. 11, between Midland and Beckwith Island, making 13.2 miles an hour. She was taken over by the owners Aug. 17, and left for Ohio to load coal for the head of the lakes and to return with grain.

"On taking her over from the Great Lakes Transportation Co., the Canada Steamship Lines' management decided to change her name and the Marine and Fisheries Department gave notice on Aug. 11 that permission had been granted 'to change the name of the steamer GLENMOHR, of Midland, Ont., official number 152647, owned by the MIDland Shipbuilding Co. Ltd., of Midland, Ont., to that of LEMOINE'. A Montreal press report of Aug. 20 says that a further change is to be made to LEMOYNE."

This would, to us, indicate three interesting things. First, that barring any C.R.&M.W. misprint, the Department of Marine and Fisheries recognized GLENMOHR as the proper name of the completed ship rather than GLENMHOR, even though its own register of ships did not show that. Second, that the first owner of the vessel really was the Midland Shipbuilding Company Ltd., and not the Great Lakes Transportation Co. Ltd. And third, that although the name LEMOINE had received "official approval", it had not actually been registered before the new owner requested and received approval for the change in spelling to LEMOYNE.

LEMOYNE soon proved herself to be a credit to her builder and to the foresight of James Playfair, and for almost twenty years she set various cargo records all over the lakes. On her maiden voyage, she carried a record load of 15,415 net tons of soft coal out of Sandusky, Ohio, on August 19th, 1926, and she followed up by loading a record cargo of 518,000 bushels of wheat at Fort William on September 21st, 1926. LEMOYNE spent her first winter, 1926-1927, laid up with storage grain along with GLENEAGLES at Tiffin, just outside Midland Harbour. In 1930, she established another record for wheat cargoes when she took on a load of 571,885 bushels at the Lakehead. That same year, on a westbound trip, she set another record by carrying 16,898 tons of coal.

One of her most spectacular record loads was one of 17,253 gross tons of iron ore which she hauled out of Superior, Wisconsin, bound for Hamilton on July 29, 1942. It must be noted, however, that the only reason LEMOYNE was able to handle such a large cargo of ore on that trip was because of special wartime load line waivers which were intended to assist the war effort by increasing steel production. In 1943, LEMOYNE still held seven lake cargo records, and it was only during that season that she finally relinquished the lake iron ore cargo record.

But without doubt, the proudest moment of LEMOYNE's career came during the summer of 1932, when she was selected to be the ship used in the official ceremonies "opening" the new Welland Ship Canal. LEMOYNE had been laid up, her huge carrying capacity not needed at the height of the Great Depression, but she was fitted out especially for the occasion and was given a fresh coat of paint from stem to stern. She loaded a cargo of 486,000 bushels of Canadian wheat at the Lakehead and, under the command of Capt. C. E. Robinson, of Goderich, she set off down the lakes. She loaded an additional 89,000 bushels at Port Colborne on August 5th, for a total cargo of 575,000 bushels of wheat.