

article. Her two forward anchors were carried discreetly in pockets set decently back from the stem and well above the fully-loaded waterline. She had one of the most beautiful counter sterns ever seen on the lakes and it was not at all disfigured by the kedge anchor set into the starboard quarter.

Placed atop the forecastle head was a very large texas cabin which, no doubt, originally contained some guest quarters as well as the master's quarters and office. Canvas awnings could be set over the foredeck, along the sides of the texas and across its after face. It was protected from boarding seas by a closed steel bulwark which ran for almost the entire length of the forecastle head. A long, hinged steering pole was set right at the stem.

On the bridge deck was placed a pilothouse which was unusually large for that period, and which had eleven big windows in its curved front face, with a sunvisor running over all these windows as well as the door set in each side and an additional window abaft the door. There was a steel bulwark across the face of the bridge and down its sides, and midships in the front section was a small bow into which a binnacle was set. The steamer's bell was hung from the underside of the bow in the bridge deck rail. The relatively short pole foremast, which carried a very pleasing rake, was stepped immediately abaft the pilothouse.

Down the sides of the spar deck was an open post-and-wire rail, which became a closed steel taffrail around the quarterdeck. There was a large deckhouse aft and for her entire life the steamer carried an extra set of propeller blades affixed to the forward face of the boilerhouse. The coal bunker hatch was set into the boat deck over the boilerhouse, and originally there was just an open rail around it, although later a closed steel bulwark was placed around the bunker hatch.

Just abaft the bunker hatch was placed a very impressive smokestack which was tall and heavy, and beautifully raked. It carried a long, single steam whistle on its forward face, which produced a lovely deep tone. The fairly short mainmast, raked to match the stack and foremast, was stepped very close abaft the funnel, and an assortment of ventilator cowls drew fresh air down to the nether regions of the boiler and engine rooms. On either side of the boat deck was carried one lifeboat, worked with steel davits of the luffing type.

GLENLEDI was painted in the usual Playfair colours. She had a light grey hull and forecastle, while the forecastle head bulwark was white. The deckhouses were all white and the smokestack was crimson with a broad black smokeband at the top. The foremast was buff, while the main was black. She did not have it in 1925 (whereas some Playfair ships did), but in 1926 she appeared with her name painted in large white letters on each side of the hull amidships. GLENLEDI was not to operate long for James Playfair, which accounts for the fact that there are so few photographs of her carrying his colours.

By the beginning of the 1926 navigation season, Canada Steamships Lines Ltd. of Montreal once again was in a growth period, this time under the management of William Hugh Coverdale, who had become president in 1922. Accordingly, in 1926 C.S.L. acquired both the George Hall Coal & Shipping Corporation and the Great Lakes Transportation Company Limited, the closing of these acquisitions taking place on March 10, 1926, and announced (interestingly) at Cleveland. The deal with Playfair even included the lakes' largest vessel, the 633 x 70 foot GLENMHOR (launched as GLENMOHR), which then was under construction for the Great Lakes Transportation Company at Midland. Under the terms of the purchase agreement, James Playfair was forced to complete this magnificent ship (better known in her latter years as LEMOYNE [i]) and then turn her over to C.S.L. without ever having operated her himself.