

of the Bridgeburg shipyard.

The new steamer was built with a steel hull, 491.3 feet in length, 56.0 feet in the beam, and 26.5 feet in depth. Her tonnage was calculated as 6787 Gross and 4361 Net. The bulk carrier was powered by a quadruple-expansion engine, which had cylinders of 19, 28, 40 and 58 inches, and a stroke of 42 inches. The engine was capable of producing 203 Nominal Horsepower or 800 Indicated Horsepower, and was built for the steamer by the Toronto Engine Works. Steam at 210 p.s.i. was generated by three single-ended, coal-fired, Scotch boilers which measured 12 feet by 12 feet. Our records do not indicate the identity of the manufacturers of the boilers, and we would be pleased to receive this information if any of our readers can supply it.

E. B. OSLER was a handsome steamer with full bows and a pleasing sheer to her decks. She had a full topgallant forecastle, and a closed steel rail ran back for most of the length of the forecastle head. The anchors were carried low in the bows, suspended only from hawsepipes. The texas cabin on the forecastle head was a large structure, with an unusual and prominently bowed front containing a large number of observation windows, and it must be supposed that, in addition to the master's office and quarters, the texas also contained guest quarters, a feature almost obligatory in a fleet's flagship in that period.

A high closed rail ran around the top of the texas front to shelter the bridge deck and the pilothouse, the latter structure having a rounded front with seven large windows. There was a closed rail around the top of the pilothouse as well, this one to provide shelter for the open navigation bridge on the monkey's island, from where the ship normally was navigated. Additional shelter during the hot weather of summer was provided by a large awning which could be stretched above the navigation area. The well-raked foremast, a heavy pole, rose from the forecastle immediately abaft the texas cabin.

The after cabin was a large structure with prominent windows instead of ports, and it was protected from the seas by a closed steel taffrail which ran around the stern. The quarterdeck was flush with the spar deck, and there was an unusually large open area at the fantail, abaft the cabin. the lifeboats were carried on the cabin roof in the normal manner, one on each side. The coal bunker was accessible via a hatch in the roof of the boilerhouse at the forward end of the cabin. Just abaft the hatch rose the tall and heavily-raked smokestack, and the tall and equally heavily-raked mainmast was stepped closely behind the stack. The steamer had a graceful counter stern which accentuated her pleasing lines.

E. B. OSLER was painted in the St. Lawrence & Chicago's usual livery. Her hull was, we believe, all black, including the forecastle. Her cabins were white. The funnel was black, with a large red diamond (although there is some indication that, on some of the ships, the diamond may have become white in later years).

The E. B. OSLER was launched on Saturday, September 7th, 1907, no doubt with a large contingent of friends and associates of Osler and the company's other directors in attendance, brought over by Niagara Navigation Company steamer and then by electric car across the peninsula. The steamer was launched in a less-than-complete state, and the construction could not be advanced sufficiently for her to enter service that autumn. She was completed during the winter months and was commissioned the next spring. It is interesting to note that, shortly after the completion of E. B. OSLER, the Canadian Shipbuilding Company Ltd. went into receivership and was unable to begin the planned construction of a steamer for R. O. and A. B. Mackay, of Hamilton. As such, E. B. OSLER was the only vessel ever constructed by the company at its Bridgeburg yard. It should be noted, however, that four salt-water steamers were built at the yard late in the following decade by Canadian Allis-Chalmers Ltd.

E. B. OSLER entered service in due course and operated successfully for