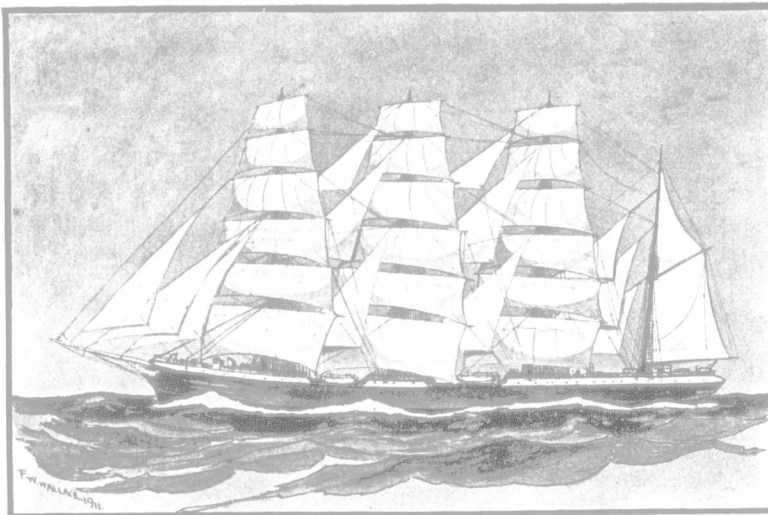


Cowes in the Isle of Wight on her way. Her passage time between port and port was 25 days during which she steamed all the way.

Even with the introduction of steam as a propelling power, wooden hulls for transatlantic vessels offered no future to Canadian shipbuilders. The yards of the Maritime Provinces,

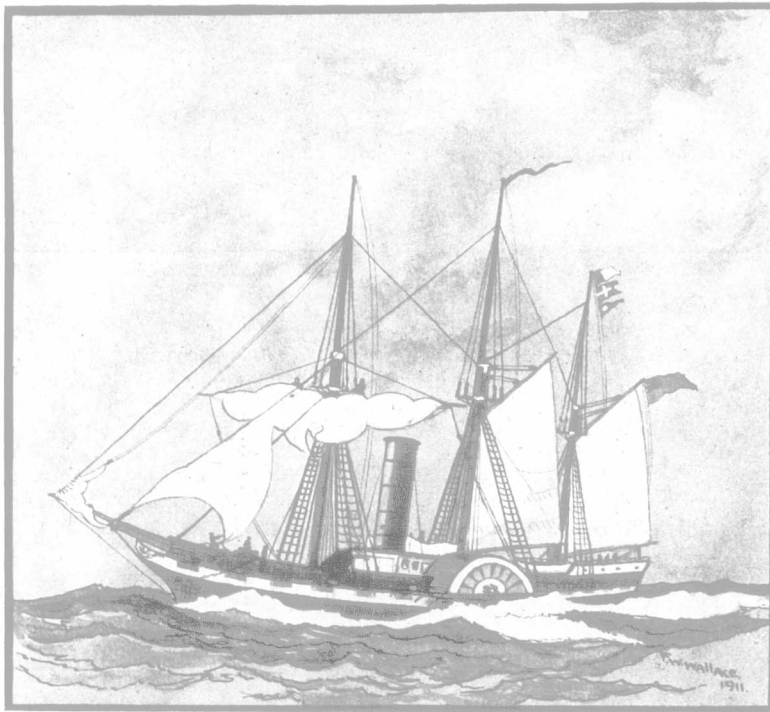
builders claim the distinction of having constructed the largest freight steamer in Canada or a British Colony. This vessel is built on the lines of the usual Lake type with engines and boilers aft, and has an overall length of 525 feet by 56 feet beam and a moulded depth of 31 feet. Her carrying capacity is 7,000 tons gross—equivalent



Four masted Schooner, built in Canada when sailing vessels were in vogue

which once launched the big 2,000 ton square-riggers, now devote their energies to the construction of small wooden steamers, fishing schooners and coasters ranging from 100 to 500 tons, and for the revival in shipbuilding in the Dominion we must turn to the Great Lakes and River St. Lawrence.

to 350,000 bushels of grain—on a mean draught of 19½ feet. The propelling power consists of a set of triple expansion engines with cylinders 23, 38, 63 inches diameter and 42 inch stroke, registering 2,200 indicated horse power, and steam is supplied from two Scotch boilers with a work-



An Old-timer with Sails and Steam.

The yards of the Collingwood Shipbuilding Company at Collingwood, Ont., are credited with the greatest share in developing steel shipbuilding in Canada, and a noteworthy performance in this direction was inaugurated in 1910 when they launched the steel bulk Lake freight steamer "Emperor" and at the same time the

ing pressure of 180 pounds. When light or in ballast trim, the "Emperor" can steam 15½ miles per hour, and 13½ miles when loaded. Constructed almost entirely of steel throughout, and almost exclusively the product of the Dominion—a small percentage only of her materials coming from other countries—the "Emperor" is