

## LAUNCH OF THE STEAMER "CAYUGA" ON LAKE ONTARIO

It is nearly one hundred years (1807) since Robert Fulton startled the world by ploughing through the waters of the Hudson at four miles an hour in a boat propelled, not by oars or sails, but by a pair of side paddle wheels, driven by a steam engine, designed and built by James Watt. Since then wonderful progress has been made in the design, equipment and speed of steamers for lakes and rivers. Instead of light draught barges like the "Clermont," 133 feet long, making four miles an hour, we now have magnificent vessels, like the "Cayuga," launched in Toronto Bay last month, 317 feet long, and capable of making 22½ miles an hour.

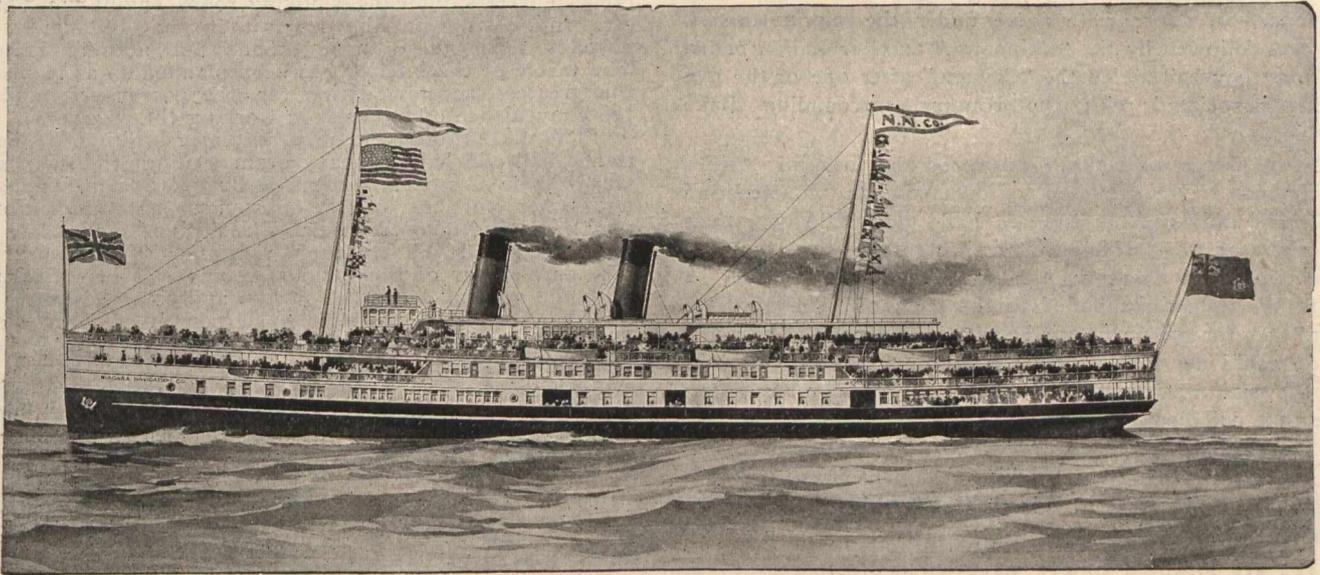
In spite of a heavy rainstorm, intensified by a terrific gale blowing from the south-east, a large and distinguished company of interested spectators witnessed at mid-day on Saturday, March 3, 1906, the christening and successful launching of what will be when completed the most modern passenger steamer on the lakes.

"I name thee 'Cayuga!'" said Miss Mary Osler, the charming daughter of E. B. Osler, M.P., president of the Niagara Navigation Co., as the latest addition to the fine passenger fleet of that enterprising company glided gracefully into the waters of Lake Ontario.

This is the first vessel launched from the Toronto yard of the Canadian Shipbuilding Company since it was taken

from Toronto; J. D. McDonald, district passenger agent G.T.R. System, Toronto; C. J. Stalker, auditor Canadian Shipbuilding Co., S. Groves, editor "The Canadian Engineer," etc.

Mr. Frederic Nicholls, after the royal toast had been responded to heartily, said the successful christening and launch was a happy augury for the future; complimented the Niagara Navigation Co. on the enterprise it had shown in deciding to order such a steamer, and to have it designed and built in Toronto. Its other steamers, the "Corona" and "Chippewa," had been placed on the lake in advance of the requirements of then existing traffic, but the foresight of the company had been amply justified; and he predicted that a like result would follow their latest venture, the "Cayuga." After expressing the gratitude of the Canadian Shipbuilding Co. to Mr. Osler and his company for their confidence in entrusting them with the production of the premier ship on Lake Ontario, which meant a great deal to them in the getting of future business, said he was always optimistic with regard to the opportunities of Canada, and in his efforts to make two blades of grass grow where only one grew before, had seen no cause to regret his connection with the upbuilding of its industries. Humorously pointed out that they had got the ships, got the men, and got the money, too; for they had on their books orders for six large



The "Cayuga" as she will appear when completed.

over from the Bertram Engine Works Co. last year; and, although the weather was unpropitious, the *eclat* with which everything in connection with the launch ceremony and subsequent festivities went off augurs well for the future of this new corporation, of which much is expected by the country.

### Luncheon at the King Edward.

After the visitors had examined the hull of the "Cayuga" as she lay moored in the dock, near the floating shell of the celebrated roller boat, the gentlemen, about 120 in all, adjourned to the King Edward Hotel, where luncheon was served in the elegant banquet hall.

Frederic Nicholls, president of the Canadian Shipbuilding Company, occupied the chair, and those present included E. B. Osler, M.P., president of the Niagara Navigation Co.; Emerson Coatsworth, Mayor of Toronto; A. A. Angstrom, general manager Canadian Shipbuilding Co., and designer of the "Cayuga"; William Mackenzie, president Toronto Street Railway Co.; B. W. Folger, general manager of the Niagara Navigation Co.; H. J. Pierce, president of the International Traction Co., Buffalo; Hon. J. J. Foy, K.C.; Senator J. K. Kerr; F. Barlow Cumberland, vice-president Niagara Navigation Co.; Col. Hughes, M.P.; D. R. Wilkie, president Imperial Bank of Canada; H. Foster Chafee, of the Richelieu and Ontario Navigation Co., To-

ram, and their shipyards were working to their full capacity; they had the men, for in Mr. Angstrom they had a marine architect and designer in whom they had every confidence, while their reputation for sound and high-class work enabled them to get the money necessary for financing their business safely. They were just at the beginning of a national shipbuilding industry, for when Canada became the granary of the world, freight and transportation facilities would receive a great boom.

Mayor Coatsworth, in proposing the toast of "The Niagara Navigation Co.," said he would be hard to satisfy if he were not gratified on this occasion. He was proud that such a magnificent boat had been built and would be run by Toronto companies, and he viewed with pride the rapid strides being made by these concerns. The "Cayuga" would shorten the trip between Buffalo and Toronto by 1¾ hours. The Niagara Navigation Co., said the Mayor, bring immense numbers of visitors to our city. We need them to fill our stores and keep our merchants busy. Glad to see the workshops full and men all employed.

Mr. E. B. Osler, in replying, said it would be a sad thing if the Niagara Navigation Company were not foremost in enterprise, since its founders, Mr. F. W. Cumberland and Sir Frank Smith, were two of the most enterprising men Canada had even seen. He referred to the inauguration of the shipbuilding industry, and spoke highly of the ability of