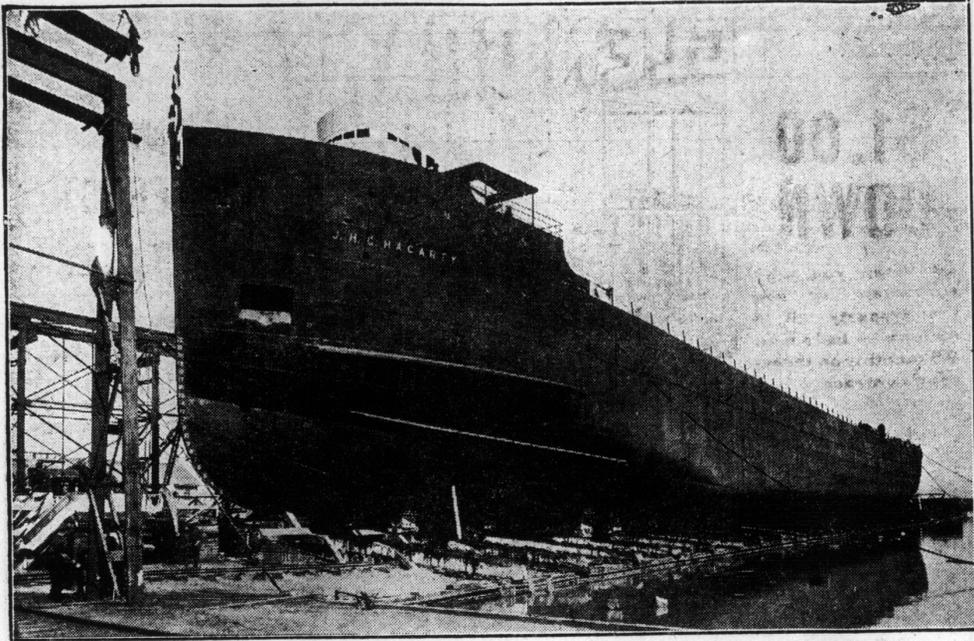


YESTERDAY'S LAUNCHING AT COLLINGWOOD



The freight steamer J. H. G. Hagarty of the St. Lawrence & Chicago Navigation Company. Dimensions, 550 by 63 by 31 feet.

KILGOUR STABLE WELL TO FORE FIRST DAY OF HAMILTON SHOW

Toronto Horseman Captures Five Firsts, Two Seconds and Seven Other Prizes — E quine Exhibit Was Opened by Lieutenant - Governor and Large Crowd Attended.

HAMILTON, Friday, June 19.—The first Hamilton horse show opened yesterday afternoon at the H. A. A. grounds with a grand pageantry of impressive ceremonies presided over by Lieut.-Governor Sir John M. Gibson. Over five hundred prominent horse fanciers from all over Canada assembled to pay tribute to the "noblesse servant of man." Canadian society was well represented. In the royal box with the lieutenant-governor were Lady Gibson and the Misses Gibson, together with Col. and Mrs. J. S. Hendrie. The following prominent visitors occupied adjacent boxes: Mrs. William Hendrie and Miss K. Wilks, patronesses of the show; Col. Mewburn, Col. William Hendrie, Sheriff Middleton and Mrs. George Vallance. The big grand stand was a veritable riot of color. The national red, white and blue, intermingled with the show colors, yellow and black, provided a picturesque background for the pretty red and white riding habits of the contesting riders. The crowd gathered around the ring gave the show every appearance of a regular race meet. The track was surrounded by a wall of white canvas, surmounted by a brilliant blaze of color. The rain, which fell in torrents just before the close of the afternoon's program, did not in the least dampen the enthusiasm of either the big audience or the exhibitors. Famous horses from well-known Canadian stables were among the large list of entries in all events. The entry list included the names of the most noted Canadian exhibitors. The largest number of cups and prizes were won by the Joseph Kilgour stables from Sunnybrook Farm, Toronto. Their record for the afternoon was five first prizes, two seconds, four thirds and three fourths. The Yeager entries, from Simcoe, also made a good showing. Opened by Lieutenant Governor. The big show was officially opened when Lieut.-Gov. Sir John Gibson took his seat in the royal box, to the accompaniment of the strains of "The Maple Leaf Forever," played by the Royal 12th Band, which provided music during the entire program. The field was rather short, and the

LARGEST FREIGHTER ON LAKES IS LAUNCHED AT COLLINGWOOD

J. H. G. Hagarty Takes the Water Without Mishap, While Hundreds of People Look ed on — Has the Latest Safety Devices and Will Make Thirteen Knots an Hour.

(By a Staff Reporter.) COLLINGWOOD, Ont., June 18.—More than 10,000 persons witnessed the launching here this afternoon of the steamer "J. H. G. Hagarty." Amid the screech of whistles and cheers of spectators the giant freighter slid slowly down the ways and plunged with a tremendous splash into a dock containing 10 feet of water. The vessel, which is the largest inland waterway craft in the Dominion, was built by the Collingwood Shipbuilding Company, Ltd., for the St. Lawrence and Chicago Steam Navigation Company, to replace the S.S. Carruthers, which was lost in Lake Huron last November. Mrs. Mary Morton Jones of Toronto, niece of John H. G. Hagarty, also of Toronto, after whom the vessel was named, officiated at the christening. The program was carried out without a hitch. At 12.30 o'clock sharp Mrs. Jones cracked the bottle of champagne against the bow, and the great hulk slid down into the water. With Mrs. Jones upon the stand were Mr. and Mrs. S. H. Lindsay of Collingwood; Mr. Hagarty, A. A. Wright, Mrs. Casey Wood, and Robert Kerr of Toronto. Cheers and Whistles. As the vessel plunged into the water hearty cheers arose from the crowds which thronged the yards of factories and machine shops, wharves and the shipbuilding company's yards. When other, Morpeth, was given the white ribbon. The cup presented by Mrs. William Hendrie in class 2 of heavy harness mares and geldings was captured by "Royal Fashion," owned by A. G. Bain, Hamilton. "Lady Selkirk," owned by Alfred Lamb, and son of Selkirk took second money. The yellow ribbon prize went to "Lady Warwick," owned by T. H. Smith of Delhi. Fourth prize was taken by "M.P.," owned by Richard Palmer of Toronto. The Lawrence Munroe Cup for saddle horses was won by "Faugh a Ballough," owned by Joseph Kilgour of Sunnybrook Farm, Toronto. Kilgour entries also took second and third money, "Sunny Boy" and "Sunny Girl" winning the red and yellow ribbons respectively. Col. Sir Henry Pellatt's "Indian Chief" took fourth place. Won 'Em All. Every prize in the ladies' hunters' class, including the cup presented by James McSloy of St. Catharines, was won by horses entered by Joseph Kilgour of Sunnybrook Farm, Toronto. "Dare" took the cup. "Dictator" got the red ribbon; "Eglinton" was given third money, and "Sunny Boy" came fourth. The A. G. Bain Cup for the best ladies' saddle horse was captured by "Fairchild," owned by Hugh S. Wilson of Oakville; second place was taken by "Bonnie View," owned by George Harvey of Guelph. "Cumber-

OFFICIALS AT "HAGARTY" LAUNCHING



The christening party before the launching at Collingwood yesterday, from left to right: Mrs. S. H. Lindsay, Collingwood; Robert Kerr, Toronto; S. H. Lindsay, Collingwood; A. A. Wright, Toronto; Mrs. Casey Wood and Mrs. Morton Jones, nieces of J. H. G. Hagarty, Toronto. Mrs. Jones broke the bottle of champagne over the bow of the steamer.

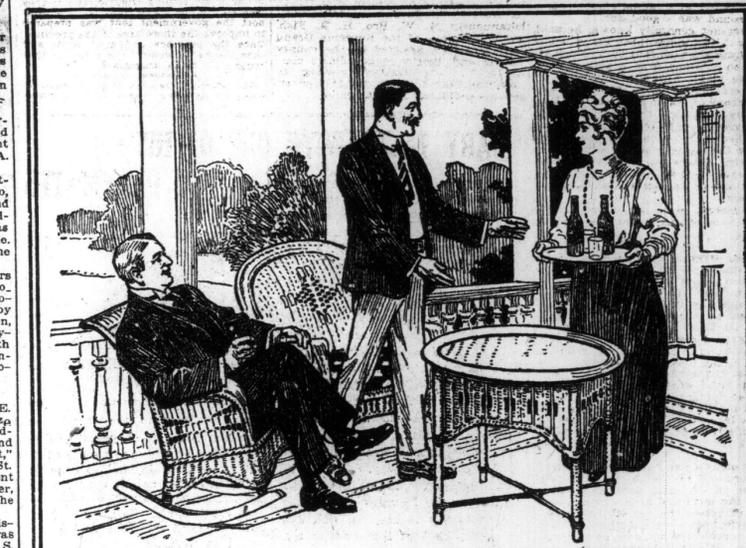
the ship struck the water whistles from factories, boats and railway locomotives responded with a series of notes, which drowned the cheers. The shallow dock was nearly emptied of water as the vessel settled down in it, spreading its contents over a large area, which scattered the crowd. Examination showed that not a part of the large ship was damaged in sliding into the dock, although the chains and ropes on the land-side snapped as she started down the ways. Shippers on the scene declared the launching the most perfect ever witnessed on the Great Lakes. Not once did the ship turn from her even course down the grassed timbers. It had been thought that as the vessel was so large she might strike the water with one end foremost. This was not the case, however, because she came down into the water evenly, and quickly settled in the dock. Altho the vessel has been built greatly in excess of the requirements of the great lakes register, officials declared today that she embodies many features for safety. The hold is divided into six watertight compartments and the cargo is received through sixteen hatches. The crew's quarters and navigator's accommodation is fitted forward, and the deck-houses are fitted with circular headlights and are of increased strength. The engine-room and galley are made entirely of steel,

instead of pine, as has been customary in vessels of the same class. Another innovation is the adoption of solid teakwood doors for all deck-houses. Has Good Speed. The motive power of the new ship is supplied by one triple expansion engine, having three Scotch marine boilers, the whole being capable of developing 2200 horsepower. The average speed is estimated to be 13 miles an hour, loaded. The owners today declared the vessel the last word in the construction of bulk freighters, and said they had spared no expense to make her the best of her kind, and so to assure the greatest amount of safety possible. The keel was laid in November and it is expected the vessel will be completed the first week in July, a period of less than eight months in building. Following the launching guests of the owners and builders adjourned to the Globe Hotel, where dinner was served. That Canada should develop more rapidly her marine service in the construction of vessels was the subject of addresses. Many persons from Toronto were present at the launching and dinner. Among those at the banquet were the following: Rev. J. G. Broughall, A. E. Hagarty, W. H. Holland, S. Casey Wood, C. T. James, J. W. Aston, G. F. Harmon, H. J. Hagarty, W. S. Hodder, M. G. Hagarty, John B. Coleman, Robert Kerr, D. C. Barr,

Capt. Crangle, Capt. McDougall, J. H. G. Hagarty, Thomas Long, A. A. Wright, John Williams, Douglas L. Darroch, Mrs. Mary Morton Jones, Edward W. S. Sprague, Mrs. Anna G. Casey Wood, Col. V. R. Bischo, Mrs. A. A. Wright, Mrs. Robert McKay, Mrs. Herbert Stephenson, Miss Louise Ayers, Mrs. H. D. Calderwood, Mrs. James W. Smith, Miss Jeannette Smith, H. A. Currie, William Fahy, Thomas Britt, John Sheitch, Hugh D. Calderwood, S. H. Lindsay, W. L. Matthews, A. S. G. Boulton, S. T. MacKinard, E. W. McKean, W. G. Bassett, H. Trott, J. B. Foots, R. J. Law, Robert W. Thom, H. J. Butby, W. A. Hogg, John Birnie, K.C., James M. Smith, Capt. P. M. Campbell, Thos. P. Long, S. D. Andrews, A. B. Spencer, A. A. Zander, H. C. Welch, T. C. James, E. J. Appleton, M. B. Byrnes, F. W. Bryan, W. A. Clark, J. H. Duncan, S. J. Ballely, J. W. Astin, A. D. Knight, G. F. Harmon, George Wolburty, P. S. Lynch and C. G. Mariatt.

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