

ROBERT WADDELL'S DERBY

Terminus Second in Chicago's Great Race and The Parader, Favorite, Third.

NEW WORLD'S MARK AT SHEEPSHEAD

Brigadier Ran the Mile in 1:57.4-5—Grand National Steeplechase for Sacket.

Chicago, June 23.—Robert Waddell, winner, Terminus, second, The Parader, third, Time 2:38.4. Value to winner \$20,000. "The Parader" Robert Waddell, an outlander at 12 to 1, with Bullman up, won the American Derby this afternoon, at Washington Park. Forty thousand persons saw the race of the Aloha-breed break the record for the classic event, and set a new world's mark for the time of 2:38.4. Terminus, from the former figure of 2:35. Terminus, another outlander at 15 to 1, finished a length behind the Bradley colt and a short neck ahead of The Parader, who was the new York contingent, which finished nearly four lengths ahead of Bonheur, Frank Farrell's entry.

Clarence Mackay's His Excellency, Odum up, and got lots of cheers, and money, but could do no better than fifth. Beau Gallant, which carried the colors of Richard Croker, was never in the race, and came along with the pack, finishing eighth out of a field of ten.

The fractional time of the winner was 0:22.5, 0:20.5, 0:15.5, 0:12.5, 0:10.5, 0:08.5, 0:06.5, 0:04.5, 0:02.5, 0:01.5, 0:00.5. The purse to the winner was \$20,000. Terminus won \$3,000 and The Parader \$2,000. The track was lightning fast, the weather sweetening hot and the race true and as perfect as a spot could be.

Betting was not interfered with, 50 hand books openly operating under the eyes of the police. Those bet in a position to have estimated the value of the race, and \$100,000 changed hands on the Derby.

While Robert Waddell carried a lot of money in the winner books, he was not backed heavily to-day, except at the last, and then only because Bullman had been picked by the favorite, and the odds were in his favor, and thousands upon thousands of dollars were wagered on those Eastern colts at odds of 2 to 1.

The Kentucky contingent tied up to Clarence Mackay's entry, and from all points of view, having bet on the colts, they were not to show any of the colors were being bet on the first quarter, allowing The Parader the lead.

Passing the grand stand the first time around, Robert Waddell was two and a half lengths in front of his rival. He was full of speed and Bullman had his own race. Bonheur, the colt who had been picked by the favorite, was a few lengths behind the leader, and the odds were in his favor, and thousands upon thousands of dollars were wagered on those Eastern colts at odds of 2 to 1.

Just as they reached the far turn Bullman crowded low on his mount's neck, and a notch in the wind, and the odds were in his favor, and thousands upon thousands of dollars were wagered on those Eastern colts at odds of 2 to 1.

When the flag fell, the race was on, and Robert Waddell, with his own race, Bonheur, the colt who had been picked by the favorite, was a few lengths behind the leader, and the odds were in his favor, and thousands upon thousands of dollars were wagered on those Eastern colts at odds of 2 to 1.

Brigadier's Remarkable Mile. New York, June 23.—Brigadier's remarkable performance in the Sheepshead Bay Handicap, at the Coney Island and Jockey Club track, Sheepshead Bay, yesterday, when he lowered the world's record, offers an explanation for the liberal price quoted against Victor when last met. It was a remarkable mile, Mr. Arthur Belmont's son, the young man, who had been picked by the favorite, was a few lengths behind the leader, and the odds were in his favor, and thousands upon thousands of dollars were wagered on those Eastern colts at odds of 2 to 1.

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GIVENS WINS WANLESS CUP

For the Third Time This School Leads in the Competition and Obtains the Trophy.

RESULTS OF SATURDAY'S GAMES

Large Crowds Witness the Sport in Exhibition Park—Ryerson Shares Honors With Givens.

Excellent weather favored the Toronto Public School children for their annual sports on Saturday at Exhibition Park. Fifty thousand children, along with a large number of their parents were in attendance. As in former years the events were keenly contested, and the sports were in every way a pronounced success.

The Wanless Cup, which has for the past three years been donated by the Wanless family, was won by the Ryerson team, obtaining the largest number of points, was for the third time won by the Givens-street school. Thus the school obtains possession of this trophy.

The cup presented by St. Alfred Jones for the eight-roomed by St. Alfred Jones for the second highest number of points was won by the St. Alfred-street school.

The games commenced at 9:30 a.m. and were not concluded until about 7:30 p.m. The teams from the different schools were loudly cheered by their supporters as they contested in the different events.

Through the day the Cadet Battalion Band, under the leadership of Mr. Richardson, discoursed sweet music. The honors of the day went to Givens-street and Ryerson schools.

Summary of events: Throwing cricket ball, boys under 10—J. Lester, Gladstone. Throwing cricket ball, boys under 10—J. Lester, Gladstone.

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YOU GET HERE

All the nutriment and strength of the malt—all the flavor of the hops is in Labatt's Ale and Porter.

RECORD FOR HANLAN'S CREW

(LONDON) 329

Columbia's Eight Row Four Miles in 19:07, and Are Now the Favorites for July 2.

On their own grounds, on Saturday, St. Cyriaque-Broncoville, broke their rowing record by defeating Gordon-McKay. The victory was gained by a score of 19:07, which is the best time ever made for the mile, two mile and four mile row.

Obstacle race—J. Mackay, Ryerson; B. Kinross, Givens; C. Kinross, Givens. Following the sports, three games of basketball were played between teams from the different schools. The senior boys of the Givens-street school were defeated by the senior boys of Wesley-street by a score of 19 to 11.

The cup presented by St. Alfred Jones for the eight-roomed by St. Alfred Jones for the second highest number of points was won by the St. Alfred-street school.

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THE NORTH SHORE NAVIGATION COMPANY

OF ONTARIO, LIMITED. (INCORPORATED UNDER THE LAWS OF ONTARIO)

CAPITAL AUTHORIZED - - \$1,000,000.

In 10,000 Ordinary Shares of \$100 Each.

CAPITAL ISSUED AND PAID UP - - \$321,700.

NOW OFFERED FOR SUBSCRIPTION, - - \$238,300.

DIRECTORS:

JAMES SCOTT, Lumber Merchant, Collingwood. JOHN J. LONG, Merchant, Collingwood. M. BURTON, Lumber Merchant, Barrie. CHAS. CAMERON, Vessel Owner, Collingwood. F. A. LETT, Manufacturer, Barrie. THOMAS LONG, Merchant, Toronto. THOMAS LONG, SECRETARY.

BANKERS:

THE CANADIAN BANK OF COMMERCE. SOLICITORS—MESSRS. MCCARTHY, OSLER, HOSKIN & CRELMAN. TRANSFER AGENTS—THE TORONTO GENERAL TRUSTS CORPORATION, LIMITED.

PROSPECTUS:

The Northern Navigation Company, of Ontario, Limited, was formed in the spring of 1899 by the consolidation of the business of the Great Northern Transit Company, which had been doing steamship freight and passenger business on the Georgian Bay for 27 years, and the business of the North Shore Navigation Co., which had been doing business in the same waters for 11 years.

During the 27 years that the Great Northern Transit Company and the 11 years that the North Shore Navigation Company have been doing business, the average dividends paid have exceeded 10 per cent.

The \$238,300 of stock now offered for subscription is issued for the purpose of repaying the balance of money advanced for the building of the steamer "Germanic" and for the purchasing and refitting of the steamer "Britannic," also to pay for a controlling interest in the stock of the North-West Transportation Company, of which the Company owns \$153,000 out of a total capital of \$300,000.

The purchase of the stock in the North-West Transportation Company, in addition to the benefits derived from the control, is looked upon by the Directors as a valuable investment, when the assets of the Company in steamers and cash and the earnings are considered.

The assets of the North-West Transportation Company on January 1, 1901, consisted of two steamers, the "United Empire" and "Monarch," valued at \$225,000, and cash on deposit amounting to \$142,000. The net earnings of this Company for the year ending 31st December, 1900, were \$37,000, or over 12 per cent. on the capital. A new steel steamer is now being constructed for this Company at a cost of about \$285,000 complete, and it is proposed that the cost of this steamer shall be in part defrayed out of the cash surplus of \$142,000 at present on hand.

The steamers owned by the Northern Navigation Company of Ontario, Limited, are: ATLANTIC, CITY OF MIDLAND, GERMANIC, CITY OF COLLINGWOOD, MAJESTIC, CITY OF TORONTO, BRITANNIC, CITY OF TORONTO.

The Company has exclusive connections with the Grand Trunk Railway Company from all points on Georgian Bay at which the Grand Trunk lines touch, viz., Midland, Penetanguishene, Collingwood, Meaford, and Owen Sound to all points east of Saint St. Marie, and also an exclusive connection with the Canadian Pacific Railway at Owen Sound for all points east of Saint St. Marie; and has a steamer running from Midland and Penetanguishene to Parry Sound; also a line running from Collingwood to Parry Sound, Point St. Baril, Byng Inlet, and French River throughout the season, and for three months in the summer this line extends to Killarney, and a close connection with the main line of steamers from Collingwood and Owen Sound; also a line of four steamers per week from Collingwood, Meaford, and Owen Sound to Saint St. Marie and all intermediate ports, and for this season has one of its steamers running from Sarnia to Lake Superior ports, making up the Sarnia line to three steamers, and two sailings per week from Sarnia.

The North-West Transportation Co. has also exclusive connection with the Grand Trunk Railway from Sarnia to Port Arthur, Port William and Duluth, and has connection with the Canadian Pacific Railway at Port Arthur and Port William, also with the Northern Pacific Railway and the Great Northern Railway at Duluth for all points West and North-West, extending to the Pacific coast.

These connections in themselves, and particularly the connections with the Grand Trunk Railway and the Canadian Pacific Railway Companies, are very valuable.

So far this season the earnings have been considerably greater than for the corresponding period last year. It is confidently expected that this increase will continue throughout the season; and the business tributary to the Company is likely to continue to steadily increase, owing to the very rapid development which is going on in that part of the country served by the Company's steamers.

When the stock now offered for subscription is paid up, the total paid up capital of the Northern Navigation Company will be \$560,000, against which the Company have the following assets: Steamers (Seven) \$403,224 01 Office Buildings, machinery, fuel, general supplies, etc., 18,740 52 Accounts receivable 11,496 53 \$433,461 06 153,000 00 \$586,461 06

In the two years since the formation of the Northern Navigation Company, that Company has paid dividends of 10 per cent. out of net earnings, and has carried forward a surplus of \$25,000; and the Directors have every confidence that the future earnings of the Company will admit of their continuing the payment of this dividend.

The Company have no bonded debt or Preference Stock.

Messrs. Osler & Hammond are authorized to receive subscriptions on and after this date at their offices, No. 18 King Street West, Toronto, for the \$238,300 of stock of the above Company at 105, the Directors, reserving the right to allot only such subscriptions and for such amounts as they may approve.

Subscription books will be opened at Messrs. Osler & Hammond's office, Monday, June 17th, and close not later than Thursday, June 27th.

A deposit of 15 o/o is payable on subscription, and the balance of 90 o/o on allotment. If no allotment is made, deposit will be returned without deduction, and if a partial allotment is made the surplus deposit will be applied toward the amount payable on allotment.

Application will be made in due course to have the stock listed on the Toronto Stock Exchange.

Toronto, 15th June, 1901.

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THE TORONTO WORLD
JUNE 24 1901
MONDAY MORNING
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