

Launch of The Ungava

"Then the Master,
 With a gesture of Command,
 Waved his hand;
 And at the word,
 Loud and sudden there was heard,
 All around them and below,
 The sound of hammers, blow on
 blow,
 Knocking away the shores and spurs.
 And see! she stirs!
 She starts,—she moves,—she seems to
 feel
 The thrill of life along her keel,
 And, spurning with her foot the
 ground,
 With one exultant, joyous bound,
 She leaps into the ocean's arms!
 Sail forth into the sea, O ship!
 Through wind and wave, right on-
 ward steer!
 The moistened eye, the trembling
 lip,
 Are not the signs of doubt or fear."

The words of the above, "She starts," "she moves," were on thousands of lips on Wednesday afternoon when precisely at half-past three o'clock the large new vessel, the Ungava, was launched from the ways at the yards of the Collingwood Shipbuilding Co. The launch was witnessed by thousands of citizens and hundreds of the visitors, who came from Orillia with the For-esters' excursion. Long before the set time crowds had assembled on the wharves, every point of vantage, even to the roof of box cars, being occupied by men, women and children, while numbers witnessed the exciting and thrilling event from the numerous launches and small boats which dotted the inner harbor. As the vessel started to move down the ways little Ruth Smith, daughter of Mr. Jas. Smith, manager of the Collingwood Shipbuilding Co., broke the time-honored bottle of wine against her bow and officially named the boat Ungava, a name adopted from the bay and territory north of Labrador. On leaving the ways and dropping into her element the boat threw up a huge wave, rocked to and fro a few times, straightened up and rode majestically on the billows created by its plunge.

The Ungava was built for the Montreal Transportation Co., which has a large fleet of vessels in Canadian waters. It is a tow barge, a type of vessel not very numerous in these waters, but largely used in the St. Lawrence River, more especially between Prescott and Montreal, for the transshipment of grain. The boat which is constructed of steel throughout, is 206 feet in length, 200 feet keel, 41 feet in breadth and 19 feet in depth and is fitted with a double bottom and every modern equipment necessary for the river and canal trade in which it will be engaged. Its carrying capacity is 85,000 bushels. The boat is almost ready to enter into commission and it is expected that it will leave here for the lower lakes in a few days.—Saturday News.