POOR DOCUMENT

MC 2033

GENIAL PRINCE LOUIS MAKES FINE IMPRESSION

(Continued form page one.)

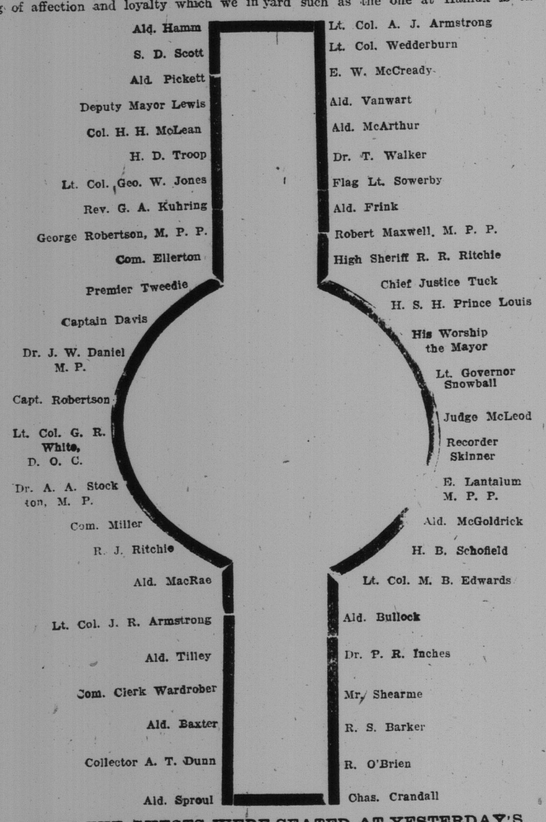
mayor proposed the toast of The King, which was duly honored by the strains of the national anthem. His worship then rose to propose the toast of his guest. He said:—

"Gentlemen—I have one other toast to propose—the health of our distinguished and honored visitor, Prince Louis of Battenberg.

"It is a very great pleasure indeed to the people of the city of St. John to find in their midst today his serene highness the prince. We welcome him not only as a representative of that long and illustrious line of British sailors who have carried the flag to victory on all seas, but we also recognize him as an officer who has through merit risen to a very exalted position in his chosen career. It is an added pleasure that he is closely allied with the royal family of England (applause)—a family which we regard with veneration and with affectionate loyalty. The people of this city, the people who founded this city, have been tried and proven in a way which is vouchsafed to very few indeed, and the very origin and foundation of this city is built upon devotion to the king.

"I desire and trust that his serene highness will convey to his majesty the feeling of affection and loyalty which we in the city of St. John have toward his person and his crown. Gentlemen—I give you the health of the Prince of Battenberg."

The toast was then drunk with musical honors, and three hearty cheers followed with a tiger to clinch them.



HOW THE GUESTS WERE SEATED AT YESTERDAY'S LUNCHEON

IMPORTANT SPEECH

Prince Declares British Admiralty Policy.

The prince, on rising to respond, was given a most enthusiastic reception. He spoke as follows:—

Mr. Mayor and Gentlemen:—

"I thank you most warmly for your kind reception today and for the kind words in which you have proposed my health. It gives me great pleasure to again visit St. John after a lapse of a great many years, a time which marks the distance from a midshipman to an admiral.

"Of the loyalty of the king's subjects in New Brunswick, especially in this city, I think we may have no doubt. (Applause). When I return to England at the end of my period of command, I hope to have the opportunity of giving his majesty an account of my memorable round of the different ports of the Dominion of Canada, both from here and from the other cities which I have visited, and from all of which I have been requested to carry to his majesty messages of undying loyalty. This, my visit to this important seaport town, marks the end of what has been to myself and the officers and men under my command, a most enjoyable and interesting visit—a grand visit I may say.

"My visit is indirectly caused by what some people describe as a violent change in the naval policy. The dockyard at Halifax has been closed, and the same policy has been pursued on both sides of the Dominion of Canada as well as in the West Indies, and we have benefitted by it. If you will give me your attention for a few minutes I should very much like to have this opportunity (probably the last time I will be in a position of addressing a representative body of citizens of one of the important centres of the dominion) to explain in a few words the misapprehensions which have arisen in the minds of a great many on this side of the Atlantic—views as to the steps taken by the admiralty. I should like to show you that instead of having to deal with a sudden change of policy, it is more in the nature of the natural evolution brought about by a great many factors, including the progress of naval science and lessons learned elsewhere, for it is an old saying that we should profit by the misfortunes of one's friends.

"I beg your forgiveness if I have to use technicalities in the course of my remarks to you. Concentration is the essence of strategy, and strategy the art of war, which applies to the army as well as to the navy. Dispersion is the worst form of strategy and concentration of the main force and dispersion of its weakest units to far outlying points—stations beyond all means of direct communication, the worst. The origin of stations was a natural consequence of British possessions all over the globe. There was in those days no telegraphy, no wireless telegraph, and the admiralty had to form squadrons for distant parts where they stayed and worked their own sweet will, and as it would take a letter the best part of a year to reach them, nobody could interfere.

"Now, take the squadron which I have the honor to command. We can get up steam practically in an hour. We can get under way in about the same time. We can disappear in two hours beyond the horizon, and no man can tell where we may turn up in a few days or a week. The matter was brought to a head in consequence of certain factors combining, one being that it had gradually been brought home to the people who are charged with these matters that in these days of powerful guns no ship is of any use whatever unless protected—unless properly armored. Hence fast vessels had to be built, armored as opposed to protected cruisers with armor. These cruisers will be finished in suitable numbers. A ship like the Drake had 30,000 horse-power and the largest complement of men. The difficulty which the admiralty had to face was where to get officers and men for these important ships, but they looked around and found at different stations a number of ships absolutely useless in case of war, having no protection, no speed and which would but provide cheap victories for a possible enemy. So these are being concentrated backwards. The ships are being disposed of, being sold, and the officers and men thus set free from the different stations have been employed in many ships that are of use in war. The squadron which I am commanding was formed in consequence of this, and could not have been formed if these ships had not been withdrawn from these stations.

"When these ships were withdrawn it was obvious that a dockyard which existed for the sole benefit of those ships ceased to have any present value. A dockyard such as the one at Halifax is expensive to keep up. There are the wages of the people, the masses of stores that accumulate and deteriorate, and it was the natural prerogative when the permanent ships were withdrawn the dockyard should be unfurnished. The difference between Halifax dockyard now and what it was last year is the differenec between a furnished house and an unfurnished house. There is perhaps an exaggerated idea about the importance of a naval base. You see a great deal of talk in the papers where naval experts say that the only salvation is where you have a fine harbor to plant it round with guns and establish some machinery and store houses and call it a naval base.

"The idea has been that such a place is important to the command of the sea, but while all is safe within range of the guns, you cannot steam around with the base.

"Admiral Togo, who has just brought this great war to a victorious issue (applause) during a year and a half never made use of the numerous well stocked and well fortified naval bases at his command, but used what is called the flying bases—establishing himself where he found a good place, with convenient anchorage, a convenient place for the work he had in hand. Togo never went near the coast of Japan.

"The fact that these naval stations are temporarily not in use does not mean that the naval power of England is diminishing pro rata; they may be used again and they may not.

"Gentlemen, I apologize for keeping you at such length. I am extremely anxious to remove if I can any misapprehensions that may be in your minds if you felt that you were being shabbily treated by the admiralty. Believe me, your interests have never been better looked after, the full disposition of the naval forces of Great Britain have never been so advantageously placed for safeguarding the interests of the empire, not only on this side of the Atlantic, but everywhere else and the efficiency of the whole has been immensely benefited.

"My officers and myself have enjoyed our stay here and at Halifax and at other places more than I can tell. It has been delightful, and we leave with heavy hearts. I thank you very much for your kind attention to my words and we shall always look back on our three months' stay in this part of Canada as something which we are not likely to forget."

A Drive About Town.

The proceedings then terminated. A large crowd had assembled in the vicinity of the Union Club and when the distinguished visitor appeared before starting on a drive round the city he good-humoredly permitted a number of amateur photographers to again secure mementoes of the occasion.

The afternoon was a very fine one, and the drive about the city was thoroughly enjoyed by the prince. In Mayor White's private carriage were seated his serene highness and his worship. Following them was a barouche in which were seated the members of the prince's staff and Recorder Skinner.

On the streets were many citizens eager to catch a glimpse of the royal visitor as he was driven down to the Suspension bridge. The eminent courtesy which was the distinguishing mark of the prince's demeanor during the whole day was again and again brought into play and no pains were spared by him to make the visit a pleasant memory to the inhabitants of the city of the Loyalists.

When the party reached the Suspension bridge there was an excellent opportunity of seeing the falls, for the tide was low. The prince expressed his pleasure at all that he saw and remarked on the beauty of the scenery.

From the Suspension bridge the party drove to the top of Fort Howe. From there a magnificent view of the whole city, the harbor and the shipping was obtained. As the air was clear, the shores for miles could be plainly seen, the whole panorama making a noble picture with the warships of the squadron for a foreground. Here again the royal visitor was pleased to express his appreciation of the beauty of the city.

As the prince had expressed a desire to call on Mrs. W. W. White, the next objective point of the drive was the mayor's residence, where Mrs. Louis Barker assisted Mrs. White to receive and the prince and his suite were entertained to afternoon tea. The prince and the mayor then drove to the Old Ladies' Home. Here his serene highness personally greeted all the ladies who are in residence, assuring them of the great pleasure it gave him to be able to call.

After leaving there the prince was driven about the city to various points of interest and then to Lady Tilley's reception and back to the Royal Hotel.

Lady Tilley's Reception.

Between the hours of 4 and 6.30 o'clock p. m. his serene highness was entertained by Lady Tilley at an informal reception in the form of an afternoon tea at her residence, Germain street. The beautiful home of the hostess was resplendent with flowers, ferns and palms, these being used in the large reception and dining room with exquisite effect. In the former room Prince Louis, accompanied by Prince Alexander, was presented to the invited guests. The brilliant uniforms of the officers, the many fair women and lovely gowns, made a scene not soon to be forgotten. The afternoon proved a thoroughly enjoyable one, and the distinguished visitor's charming manners delighted all those he met.

RECEPTION AND BALL

Function in St. Andrew's Rink a Great Success.

A sailor prince of Great Britain and the representative people of St. John met Thursday evening in St. Andrew's Rink and the function was by common consent one of the most notable social triumphs in the history of the city.

The man from the grey monsters in the harbor had a hand clasp, a courtly bow and winning smile for everybody, for Louis of Battenberg, apart from the eminence he has won in the navy, has a way of making you believe that his courtesy is far from perfunctory. He looked the naval officer. Tall, erect, browned with beard slightly tinged with grey and radiating a rare graciousness you couldn't very well take him for anything else than a wearer of the blue.

The reception was timed for 9 o'clock but it was half an hour later before his highness took up his position beneath the illuminated assurance of welcome.

As early as 8 o'clock the throngs had commenced to assemble outside the rink and by the time Prince Louis arrived Charlotte street for fully a block was wedged with people.

St. Andrew's rink has been the scene of numerous society events of first importance, and frequently has it been lavishly beautified, but never did it present a scene of greater beauty than Thursday evening.

The decorations in connection with the Fair of Nations were not disturbed and nothing more appropriate and complete could have been well devised. Everywhere was a maze of color—the red, white and blue in shields, banners and streamers hung aloft and below and on all sides were evidences of the ingenuity and enterprise of the ladies of the city. The floor was just a stretch of glossy white—prepared for dancing, quite ideal for the purpose and utilized accordingly.

To 8.30 o'clock the rink was almost deserted. Except for rigid sergeants from the 62nd Regt. and 3rd R. C. G. A., who were on duty at the entrance, and a few isolated figures scattered over the sweep of whiteness, the rink seemed empty. But between 8.30 and 9 o'clock the majority arrived. The fair of St. John, exquisitely gowned; the brave of St. John, sumptuously uniformed; civic dignitaries and others had all arrived by 9 o'clock, at which hour the reception was supposed to commence.

Although Prince Louis did not come at that hour his officers from the warships did. There were about twenty all told. They strode in—smooth shaven, ruddy complexioned, sprightly and ubiquitious. With infinite care they sought the way to the dressing room, through a bewildering, restless crush of fashion and the military, and soon reappeared to be immediately surrounded by coquettish groups. Then, engagements for dances were in order.

Where the Prince Received.

The dais where Prince Louis received was in the red colored booth, about half way down the rink on the right side. An electric sign, "Welcome Prince Louis," blazed above and the equipment of the dias was quite in keeping with the importance of what was to take place. In the rear were stretched the German colors and toward this dais a general movement began as 9.30 drew near, but previously a couple of 62nd Regt. sergeants had roped off a space in order to guard against the throng surging too near the dias during the actual presentations.

The Artillery Band was stationed on the other side of the rink directly facing the dias. The band numbered thirty-one, under direction of Prof. Horsman, and their music was most creditable.

Sharp at 9.30 o'clock there was a sudden thinning of the sauntering groups near the entrance and you heard the nervous rat-a-tat-tat of the bandmaster. The gentleman in evening dress next you volunteered the opinion that the prince was coming. His Worship Mayor White and Mrs. White approached the dias and waited. Then the band crashed out Rule Brittania and there was a united gaze in the direction of the entrance. But Prince Louis was already half way to the dias, and accompanying him was Mrs. Snowball, wife of the lieutenant-governor, and behind them Lieut. Sowerby and Miss O'Brien, of London. Then followed Lieut.-Col. McLean, A. D. C., and Miss Snowball, after whom were Lieut.-Gov. Snowball and Mrs. L. J. Tweedie. Those following were Col. McKenzie, A. D. C., and Miss Snowball. The reception commenced almost immediately. Those occupying the dais were Lieut.-Governor and Mrs. Snowball, Mrs. L. J. Tweedie, Col. Hugh H. McLean, A. D. C., and Col. McKenzie, A. D. C., and Col. Geo. Rolt White, D. O. C.

Received by Prince.

Prince Louis, between Mayor and Mrs. White, stood at the foot of the dais and the first received were Lady Tilley and Herbert C. Tilley.

Lieut. Stanley Smith, R. C. G. A., stood close to Mayor White and announced the names of all who passed. It was thought that this ceremony would occupy fully one and a half hours but within a half hour it was over. Nearly every person approaching the dais was furnished with a card, which was handed to Lieut. Smith, thereby avoiding the necessity of announcing personally one's name. Prince Louis was in the full evening dress of the service and not the least among the orders on his breast were four medals—some the recognition of services at the front.

Mrs. White gracefully assisted his serene highness to receive. The ceremony of receiving was very brief—very simple. Just a slight pressure of hands, a bow, a smile—then the personal meeting with one of the most distinguished "wardens of the wave" had become a memory.

On conclusion of the opening selection, the band play d A Night in Berlin—fitting and effective, and as the reception ended, when the officers of the Berwick and Cornwall were presented by Prince Louis to Mrs. White, the band played the first waltz, Day Dreams. The subsequent selections were: State Lancers, Tender Memory; waltz, American Soldier; waltz, Bells; waltz, Beaux; lancers, Twentieth Century; waltz, Dream of Paradise; waltz, Officers; two step, D. O. C.; waltz, Impassioned Dream; waltz; lancers; two step, Commanding Officer, and waltz, Silver Rhine. There was also about half a dozen extras played.

The Official Lancers.

The state lancers created an unusual interest. A space in the lower end of the rink was "ribboned" off and in it the official set danced as follows: Prince Louis of Battenberg and Mrs. W. W. White, Mayor White and Miss Snowball, Chief Justice Tuck and Lady Tilley, Dr. J. W. Daniel, M. P., and Mrs. Tuck, Col. White, D. O. C., and Mrs. Daniel, Sheriff Ritchie and Miss Domville, and Col. McLean and Mrs. G. Rolt White, Col. Edwards and Mrs. Skinner.

Prince Louis was one of the most graceful in a host of graceful dancers. There was something almost infectious about the waltzing. Bowed, seamed, old gentlemen listened and looked, and remarked that if anyone would only give them the least encouragement they would raptuously seek partners for the next waltz, and dance as they danced when the years did not weigh quite so heavily, and well they might aspire. There was certainly something very fascinating in the dreamy swing of the music, the dainty tripping of nimble feet, the sparkle of jewels around snowy shoulders, the flush of delicately moulded cheeks and the radiant glances of those who were so happy, and wanted you to know it.

At 11 o'clock refreshments were served in the room looking out in Charlotte street, which had been admirably fitted up for dining apartment. The catering was in charge of Frank White. The national colors were looped from the ceiling and the tables were handsomely adorned with flowers, yellow and white chrysanthemums and carnations predominating. There was also a huge double floral arch surmounted by a crown.

There fifteen small tables and at a table running part of the room's width were seated those who danced in the official set. Mayor White took Mrs. Snowball to supper and Mrs. Tweedie was escorted by Gov. Snowball.

In the course of the evening Mayor White to a Telegraph reporter expressed his complete satisfaction with the reception. It was in every respect fully up to his expectations.

At 2 o'clock Friday morning the reception was finished.

The Presentations.

The presentations were made in the following order:

Mrs. Snowball, Col. H. H. McLean, Misses Snowball, Lady Tilley, H. C. Tilley, Col. G. Rolt White and Mrs. White, Chief Justice and Mrs. Tuck, Dr. J. W. Daniel, M. P., and Mrs. Daniel, Col. A. J. Armstrong and the Misses Armstrong, Ralph Fowler and Mrs. Fowler, Frank Peters and Mrs. Peters, Col. M. B. Edwards and Mrs. Edwards, J. Douglas Hazen, M. P. P., and Mrs. Hazen, Rev. Canon Richardson, Hon. R. J. Ritchie and Mrs. Ritchie, John K. Story, Mrs. Price, Miss Price, Dr. J. Murray MacLaren and Mrs. MacLaren, Mrs. George West Jones, Ald. John W. Vanwart and Mrs. Vanwart, Miss Vanwart, Geo. W. Polley, James Jack and Mrs. Jack, Chas. Jordan, Robert S. Cowan and Mrs. Cowan, Walter Gilbert, Miss Hazen, C. B. Allen and Mrs. Allen, W. E. Vroom and Mrs. Vroom, C. R. Taylor and Mrs. Taylor, Ald. J. H. Frink, Mrs. Frink, Miss Frink, J. Alfred Porter and Mrs. Porter, Col. R. R. Armstrong, Mrs. Armstrong and Miss Armstrong, Mrs. J. Morris Robinson, Miss Robinson, Miss Millar, Misses Sutherland, Miss Gladys Campbell, Homer Forbes, Mrs. Vassie, Wm. Vassie, Mrs. Bancroft, Mr. Bancroft, Mrs. Harrison, James Harrison, Mr. Angus and Mrs. Angus, Mrs. Clarence Henderson, William Lockhart, the Misses Fairweather, Miss Smith, Union street; Walter Holly and Mrs. Holly, Geo. A. Kimball, Mrs. Kimball, Misses Kimball, Charles H. Peters and Mrs. Peters, Bowyer S. Smith, Simeon Jones, jr., and Mrs. Jones, Fred C. Godsoe and Mrs. Godsoe, J. H. Fairweather and Mrs. Fairweather, Arthur Patton, Miss Fairweather, Guy Robinson, Ald. T. H. Bullock and Mrs. Bullock, D. J. Brown, Mrs. Brown and Miss Brown, Percy Howard, Miss H. Logan, R. B. Emerson and Mrs. Emerson, Dr. A. A. Stockton and Mrs. Stockton, Miss Thorne, Miss Sears, Bruce Scovil, Miss Reby McAvity, Clarence Nixon, Dr. Thos. Lunney, Edw. Lantalum, M. P. P., Ald. J. B. M. Baxter, Mrs. Baxter, Ald. J. B. Hamm, Alex. Fowler, Douglas Clinch, A. O. Skinner, Mrs. Skinner, Miss Skinner, J. Pope Barnes, Mrs. Barnes, J. H. Harding, Mrs. J. H. Harding, W. C. Purves, Mrs. Purves, Miss Purves, D. R. Jack, Fred Keator, Jos. Allison, Mrs. Allison, Mrs. R. Keltie Jones, Director Cushing, Mrs. Cushing, Dr. H. G. Addy, Edw. Peters, Miss Peters, S. Romonoff, Mrs. Romonoff, Robert Thomson, Mrs. Thomson, Miss Mona Thomson, Edw. F. Gladwin and Mrs. Gladwin, Bert Gerow, E. S. Ritchie, Chief W. W. Clark, Mrs. Clark, Mrs. F. E. Crabie, Mrs. DeB. Carritte, Harold Allison, Arthur Irvine, Louis Barker, Mrs. Barker, Dr. F. A. Godsoe and Mrs. Godsoe, Heber Vroom, Dr. Gorham, Mrs. (Dr.) P. R. Inches, Messrs. Kenneth and Cyrus Inches, Miss Inches, Misses McGaffigan, J. J. McGaffigan, Verner McLellan, Mrs. McLellan, Fred Harding and Mrs. Harding, Miss Macmichael, Col. H. H. McLean and Mrs. McLean, Col. E. T. Sturdee and Mrs. Sturdee, W. E. Stavert, Mrs. Stavert, F. E. Williams, Mrs. Williams, Mrs. W. E. O. Jones, Miss Stewart, Horace Brown, Sherwood M. Skinner and Mrs. Skinner, Wm. C. Whittaker, Arthur Dick, Miss Dick, the Misses Driscoll, Ald. H. H. Pickett, Ald. Sproul, Recorder C. N. Skinner and Mrs. Skinner, Reverdy Steeves, Col. Alfred Markham, Dr. O. J. McCully and Mrs. McCully, W. J. Duncan (Toronto), Charles Campbell, the Misses Greany, Roy Sipprell, L. P. D. Tilley, Mrs. Tilley, Mrs. Wm. Shaw (North End), Ald. Tilley, Mrs. Fred C. Jones, J. Gardiner Taylor, Miss Taylor, Dr. Silas Alward, Mrs. Alward, Dr. Stewart Skinner, Mrs. Gillis, Louis King and Mrs. King, Herbert Crockett, George Kirk, J. H. Doody, Mrs. Doody, Messrs. Doody, Geo. Roberts, Arthur O'Neil, Arthur Girvan, Charles McKelvie, Miss Fales, Miss Ethel Collins, Frank B. Ellis, Mrs. Ellis, Mrs. E. R. Taylor, C. J. Coster, Mrs. Coster, Mrs. T. B. Lavers, George McAvity, Mrs. McAvity, Misses Blizzard, Chas. A. McDonald, Russell Sturdee and Mrs. Sturdee, Douglas Seely, J. D. Seely and Mrs. Seely, Percy W. Thomson and Mrs. Thomson, George Hilyard, Ald. John McGoldrick, Mrs. McGoldrick, Miss McGoldrick, Frank Mullin, H. V. McKinnon, Mrs. McKinnon, Chas. Smythe, C.J. Lake, Dr. Thos. Walker, Gerald Robinson, Howard D. Troop, Miss Troop, Dr. T. Dyson Walker, Miss Walker, naval officers, Miss Outram, Miss Grant, naval officers, W. S. Fisher, Fred. W. Addy (Ottawa), Chas. T. Gillespie, Jas. Hunter, Fred. W. Daniel, Sayre, Frank Robertson, D. Arnold Fox, Harold Macmichael, Mrs. Busby, Miss Bridges, Miss Ethel Smith, Mrs. Edgar H. Fairweather, Capt. Beverly Armstrong, Wm. Vanwart (Fredericton), Walter Foster, Mrs. Foster, Arthur Golding, Miss Lou Robertson, Miss McKelvie, Miss Roberts (England), Edwin Peters, Mrs. Peters, Deane Gandy, Misses Hatheway, Charles Tilley, W. W. Hubard, Peter Clinch, Heber Keith, Aubrey Schofield, Misses Schofield, Misses Sidney Smith.

Some of the Gowns.

Mrs. W. W. White, ciel blue brocaded silk, irridescent silver sequin and diamonds.

Mrs. W. E. Stavert, white lace gown.

Mrs. C. N. Skinner, black satin with net overdress.

Mrs. Geo. McAvity, black net with white lace and diamonds.

Mrs. W. W. Clark, black silk trimmed with white lace and light blue silk.

Miss Troop, white net with irridescent sequin and pearl trimmings.

Mrs. J. D. Hazen, black net over sky blue satin.

Mrs. Frink, black silk with silver and sequin.

Mrs. Tuck, black satin.

Lady Tilley, black velvet and lace.

Mrs. Fred. C. Jones, white satin and diamonds.

Mrs. E. T. Sturdee, black lace and net, with violets.

Mrs. J. Morris Robinson, sequined net over black spotted satin, lace trimmed.

Mrs. Joseph Allison, black velvet, white lace and pink rosebuds.

Mrs. R. Keltie Jones, white silk trimmed chiffon and diamonds.

Mrs. Thos. Bullock, heliotrope crepe de chene, white lace.

Mrs. Vassie, black silk, jet and lace trimmings.

Mrs. J. W. Daniel, brocaded heliotrope silk, ecru lace and chiffon.

Mrs. J. R. Armstrong, black velvet, white lace.

Mrs. G. A. Kuhring, violet corded silk; black lace trimmings.

Mrs. A. A. Stockton, black brocaded silk, violet velvet and flowers.

Prince Louis Arrives.

But a small proportion of St. John's citizens had arisen from their beds when the Halifax night express with His Serene Highness Prince Louis of Battenberg aboard pulled into the Union depot. There were a few curious ones present to meet it. However, they were disappointed. Prince Louis, who had the sleeping car Apohaqui reserved for himself and his party, did not appear until eight o'clock, when he entered a carriage provided by the provincial government and drove to the Royal hotel. Col. H. H. McLean, representing the lieutenant-governor, met him at the depot and drove to the hotel with him. As they drove through the streets the Prince saw on every hand evidences of St. John's hearty welcome which would be more directly expressed later in the day. Flags floated in the morning breeze from every visible flag pole, while on some of the buildings were displays of bunting. At the hotel the Prince was assigned to the suite of rooms 106, 107 and 108, which had been reserved for him.

The Warships Arrive.

The warships Cornwall and Berwick arrived off Partridge Island at 7.15 o'clock from Halifax and came up into the harbor at 10 o'clock. Harbor Master Capt. John Ferris boarded the ships off the island at 8.30 and directed them to their mooring places in the harbor. The flag ship, Cornwall, is off the new city wharf and the Berwick is below Reed's Point wharf. A large crowd of citizens lined the wharves along the harbor front to see the big ships come into port.

After they anchored in the stream many small boats flocked around the ships; then the launches of both vessels were seen going to and from the shore and the harbor presented a pretty sight. It is stated that the run around from Halifax to within fifteen miles of Partridge Island was made in fifteen hours by both vessels which were in constant communication with the Marconi wireless station on Partridge Island.

H. M. S. Cornwall and Berwick are the largest war ships that have ever visited this port.

The Official Courtesies.

The first social formality of the day was at the Royal Hotel, when Lieutenant-Governor Snowball, accompanied by Lt.-Col. H. H. McLean, A. D. C., Lt.-Col. McKenzie, A. D. C., Premier Tweedie and Lt.-Col. White, D. O. C., were presented.

The Lieutenant-Governor in a brief address welcomed Prince Louis to the province, and trusted that his visit would be a pleasant one.

His Serene Highness replied that he had pleasant recollections of a previous visit to the province, and felt that this, his return visit, would also be a most enjoyable one.

The prince returned the call at 11.15, accompanied by Flag Lt. Sowerby, when similar courtesies were exchanged.

Prince Louis wore the full uniform of rear admiral of the fleet, while that of the Lieutenant-Governor was the undress Windsor.

Miss Snowball, Miss Lillie Snowball and Miss O'Brien, of India, a visitor at the Government House, were presented to Prince Louis at the Royal.

At 11.30 His Worship Mayor White, accompanied by Recorder Skinner, visited the Prince at the Royal, and the call was returned at City Hall at midday.

At City Hall.

At twelve o'clock the Prince, accompanied by Flag Lieutenant Sowerby, was driven to the City Hall, while Prince William street was lined with citizens.

The City Hall had been well cleaned for the occasion, and after the Prince and his Flag Lieutenant descended from their barouche they ascended the stairs to the mayor's apartments. There the mayor greeted the visitors and there were present Recorder Skinner, High Sheriff Ritchie, the city's engineer, the common clerk and Aldermen Bullock, Frink, Hamm, Holder, Lewis, MacRae, McGoldrick, McArthur, Pickett, Sproul, Tilley, and Vanwart. Aldermen Baxter, Christie and Millidge were absent.

The mayor read the address, after which he presented it to the Prince. The latter read the reply, and handed it to the mayor, after which the mayor introduced the Prince to the above mentioned officials.

When the Prince had been introduced to Alderman Lewis, he asked the latter if he did not remember when he was in this city thirty years ago with Admiral Fanshawe. The alderman replied in the affirmative.

After the introductions had taken place the Prince remarked that the address, which was handsomely engrossed, was very beautifully done.

His Serene Highness, who was dressed in the full uniform of a rear admiral of the fleet, remained about fifteen minutes in Mayor White's apartments, during five minutes of which time the city's representative pointed out to him the business buildings in the neighborhood of City Hall.

The Prince and his Flag Lieutenant having left the apartments, they were photographed by some amateur photographers as they stood on the entrance of City Hall. His Serene Highness good-naturedly told them to go ahead, and all those with kodaks and cameras took advantage of the opportunity so graciously accorded them.

A "Middy" Prince Here, Too.

Prince Louis is not the only one of royal blood in the visiting cruisers. There is Prince Alexander, his nephew. Prince Alexander is a very interesting young man. He is just seventeen years old and ranks as a simple midshipman in the service. It might be thought that on account of his high birth some consideration would be shown him but that is not the way young princes are treated in the British navy. Prince Alexander appears rated on the ship's books as a midshipman and he is treated as such. He enjoys their mess and slings his hammock alongside the rest.

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THE CIVIC ADDRESS

To His Serene Highness Prince Louis Alexander of Battenberg, G. C. B., Rear Admiral R. N., &c., &c.

Your Serene Highness:—

The Mayor and Aldermen of the City of Saint John, on behalf of the Citizens, take great pleasure in extending to you a very hearty welcome to our City.

Situated at one of the gateways of the Dominion of Canada, the extent of which you have recently had some opportunity of appreciating, the Terminus of one great Transcontinental Railway System, and soon to be that of another; at the mouth of a noble river, not inappropriately called the Rhine of America, we look forward with confidence and hope to the future.

A Maritime community in every sense, our past has been intimately linked with the sea, and during the comparatively few years which have elapsed since our foundation, the Commerce of the British Empire has been carried in Saint John built ships to all parts of the Globe.

Under such circumstances it will be readily understood the deep interest and pride which we feel in the Sea Power of England, a protection alike to our homes and our trade, and it is with the highest satisfaction that we receive today in yourself and the officers and men under your command worthy representatives of the Royal Navy.

Dated at the City of Saint John, N. B., the Twenty-sixth day of October A. D. 1905.

(Sgd.) WALTER W. WHITE, Mayor.

(L. S.) (Sgd.) HERBERT E. WARDROPER, Common Clerk.

THE PRINCE'S REPLY

Mr. Mayor and Gentlemen,—

I thank you most heartily for giving me so warm a welcome in the City of St. John, which it gives me the greatest pleasure to revisit after a lapse of over thirty years.

Great changes have taken place in the interval, which are characteristic of the universal development of the Dominion as a whole, the future extent of which no man would now be bold enough to foretell.

In any case this kind city as the place where the land and sea transport meet, must inevitably share in the continued development and prosperity of the Dominion of Canada.

You refer in elcquent terms to the intimate connection between this maritime community and the great service which I have the honor of representing here today. We are indeed intimately connected. The ties of kinsmanship and friendship which unite the mother country and her outlying dependencies scattered over the globe, are both strong and enduring; but they would be of litt'e avail in themselves in keeping your territory inviolate, and insuring your sea-borne trade safe transit without the ubiquitous King's ships flying the white ensign. We who man the King's ships are gratified to find so much appreciation and glad at the opportunity of friendly meeting in time of peace. On behalf of the officers and men under my command I thank you heartily.

ASKS AMERICANS TO KEEP COOL

(Continued from page one.)

of patience and the avoidance of temper in the assertion of what they conceive to be their rights. It would be most unfortunate if the case were to be complicated by any precipitate action on the part of American fishermen or local officials. I will do all I can to prevent such action on the part of the local officials, and look to you with confidence to prevent it on the part of the American fishermen."

We cannot fail to agree heartily with the spirit and purpose thus expressed by the British ambassador. I am sure that knowledge of the fact that the government of Great Britain is dealing with the subject in this spirit will lead all American fishermen to exercise under all circumstances the patience and good temper which the ambassador justly deems so important.

May I ask that you will communicate the contents of this letter to the collector of the port of Gloucester, with the request that he bring it to the notice of the owners and masters of the American fishing fleet—so largely owned at that port.

I have the honor to be, sir,

Your obedient servant,

ELIHU ROOT.

Suez Canal Clear.

Paris, Oct. 26.—The Suez Canal Company announced today that the clearing of the channel of the canal had been completed and that shipping would be able to pass night and day. The wreck of the British steamer Chatham, blown up with her ninety tons of dynamite on Sept. 28, is entirely outside the channel and no longer obstructs navigation.

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of Chas. H. Fletcher.

International Fishery Conference.

Ottawa, Oct. 26—(Special)—Professor Prince, commissioner of fisheries, will leave for British Columbia on Wednesday to attend sittings of the International Fisheries Commission, which will meet in Seattle on Nov. 9. Mr. Prince is chairman of the Canadian end of the commission. The Georgian Bay fisheries commission has adjourned until next season.

Penlope—"Did you have a nice season?" Perdita—"Not a bit. I was engaged to a lot of men I did not care for."—Town and Country.

DAUGHTER OF NEW BRUNSWICK

Mrs. Joseph L. Bishop Passes Away in Boston.

Many friends, especially in the British colony here in Boston, mourn today over the loss of one of the most respected of the daughters of New Brunswick, Mrs. Joseph L. Bishop, who died at her home, 45 Westland avenue, Thursday morning, after an illness of several weeks. Mrs. Bishop was the widow of Joseph L. Bishop, esquire, and a daughter of the late Anthony G. Rainey, esquire, both at one time leading merchants of Bathurst (N. B.), of which town the deceased was a native. She came to Boston with her young family about fourteen years ago, and quickly drew to herself devoted friends in her new home, where many sojourners from the old homeland found a warm and ever-ready welcome. Her beautiful life and loving nature were prized in the very highest sense by her four sons and two daughters, who were unqualifiedly devoted to her. Funeral services were held at the deceased's late residence at 3 p. m. yesterday, and Robert M. Bishop, the eldest son, left at 6 p. m., with the body, which will be interred at her husband's side in Bathurst (N. B.) Simple and beautiful floral tributes came from many friends.—The Anglo American, Boston.

KING EDWARD TO DECORATE MIKADO

London, Oct. 25—It was officially announced today that King Edward had commanded that a special mission, headed by Prince Arthur of Connaught, be dispatched to Tokio early in 1906 to confer the Order of the Garter on the Emperor of Japan.

The King has also decided to immediately raise the British legation at Japan to an embassy.

Steamer Sinks Bark.

London, Oct. 26—The Norwegian bark Astrid, bound to Langesund, and the German steamer Shamburg, Captain Hauer, from Galveston via Newport News for Hamburg, were in collision in Cuxhaven Roads today. The bark sank but all on board were saved.

Damage to the steamer, if any, could not be learned as she proceeded before an examination was made.

Knicker. "Strange they didn't name the baby after its rich uncle."

Bocker. "No; he looked at it, and said he'd give them $10,000 not to."—Harper's Bazar.