

ST. JOHN'S SUCCESS

As the Winter Port of Canada Clearly Demonstrated.

The Reception and Lunch on the Beaver Liner Gallia.

Already the C. P. R. Has Had to Refuse Grain, and Cargo Enough in Sight for All Steamers.

Speeches by C. P. R. Traffic Manager Bosworth, Foreign Freight Agent, Supt. Timmerman, Manager Campbell, Capt. Taylor and Others.

The reception and luncheon on board the royal mail steamer Gallia at Carleton on the 6th instant, was one of the most enjoyable events of the season. The Gallia was decorated with bunting from stem to stern, and presented a fine appearance. The four tables were set running almost from one end of the saloon to the other. At the head of the first table sat the chairman, D. W. Campbell, the manager of the Beaver line. On his right were Chief Justice Tuck, Judge Esler, J. V. Ellis, Mr. P. Sheriff, Sturdee, G. M. Bosworth, traffic manager of the C. P. R., John Corbett, foreign freight agent of the C. P. R., and James Carruthers of Montreal, one of the largest of Canada's grain exporters.

On the left of the chairman were the following gentlemen: Capt. Taylor of the Gallia, Mayor Robertson, Senator Dever, Hon. H. R. Emmerson, Hon. C. N. Skinner, Hon. A. S. White, President W. S. Fisher of the board of trade, Gen. D. B. Warner, Andrew Allan of H. & A. Allan of Montreal, the big steamship concern, and Fred Kohl, the Canadian representative of B. & S. H. Thompson, the great English hardware firm.

Among the other gentlemen present were:

- Dep. Mayor Robinson, Ald. Daniel
- Ald. McGoldrick, Ald. Millidge
- Ald. Purdy, Ald. McPherson
- Ald. Tuck, Ald. Christie
- Ald. MacNeil, Ald. Smith
- Ald. McMillan, Ald. Shaw, M.P.P.
- W. A. Porter, J. T. Logan
- A. H. Gilmore, A. C. Fairweather
- James Fleming, J. H. Arch
- F. W. Heath, Toronto, City Sher. Peters
- Chas. E. Burpee, J. M. Park
- Hon. T. B. Jones, J. H. Arch, Brantford
- John Kerr, G. H. Flood
- W. B. Gerow, R. F. Harrison
- Dr. Jas. Christie, R. L. Jewell
- G. E. Leachler, E. N. Abbott
- Hon. R. J. White, Alex. Wilson
- Rev. John deSoyres, Rev. W. G. McNeill
- Judge Forbes, J. C. McLaughlin
- Hon. J. MacLellan, James Hannay
- John McMillan, J. H. Thomson
- H. D. Teop, Dr. Carron of Gallia
- Dr. MacLaren, W. S. Fisher
- M. Geary, C. McL. Troop
- W. L. Fick, W. A. Fian
- W. G. B. Allan, A. H. Notman, O.P.R.
- J. V. Russell, Geo. W. Jones
- J. W. Merritt, W. W. Shaw
- E. Sears, W. P. Salder
- Edw. Manning, S. D. Scott
- A. L. Trueman, J. C. Hatheway
- Rev. John Road, J. L. Thorne
- J. S. Harding, J. R. Stone
- Hon. J. Heath, C.P.R., James Hannay
- W. H. Thorne, A. Chip. Smith
- F. J. Harding, J. R. Warner
- Dr. Bruce, J. H. Arch
- H. H. McLean, A. Macaulay
- Thos. Park, H. A. Doberty
- J. K. Storey, J. H. Arch
- A. S. Miller, Beaver line, W. F. Besbrooks
- G. S. Hayes, John Russell, Jr.
- E. Carter, James Lach

The edibles disposed of, Manager Campbell took the floor. He extended to all a cordial welcome. It was a genuine pleasure for him to meet the gentlemen he saw before him on board the first Beaver liner which carried the mails. He then proposed the first toast, the Queen.

It was received with great applause, and the crowd sang the national anthem in a most enthusiastic manner. Then came a song, "Hearts of Oak," by W. E. Buck.

Manager Campbell next gave the toast, the governor general. It would have done Lord Aberdeen good to have heard the good things said and said regarding him.

G. S. Hayes sang the Death of Nelson so well that he was recalled. He then gave "The Old Brigade."

The health of the president of the United States was drunk about the time President McKinley was delivering his message to congress. Mr. Campbell regretted the absence of the U. S. consul, and called upon Gen. Warner, a former representative of the U. S. government at this port, to respond.

Gen. Warner was loudly cheered as he began his reply to the toast. He thanked all present in fitting terms for the cordial reception given the toast and himself. He trusted that the Beaver line would meet with every success in their business at this port.

The Star Spangled Banner was then sung.

After a song or a ditty as the singers, W. E. Vroom, termed it, with Rule Britannia for a chorus, the chairman proposed the parliament of Canada, coupling with it the names of J. V. Ellis, M. P., and J. D. Hazen, ex-M. P. Mr. Campbell said the policy of the government seemed to be to develop the trade of Canada in every way.

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importance of helping along the trade of Canada. It was the desire to see it done through Canadian ports. It was the wish both of the people and the legislators that St. John should take even a higher place than she now occupied. The people of this city were greatly interested in the movement in connection with these steamers. Since 1867 the feeling down here had been that the western provinces should show a great interest in the people down here by the sea. We all hoped to see the winter port business a success here, but in order to keep the place to the front we must keep up a continual fight. The speaker had no strong faith in the patriotism of railway companies or railway men. What these people had in view was to get the goods to the seaboard at as low a figure as possible. We would have to use a lot of persuasion to bring to our own ports this business. The present parliament were economical and desirous of doing what was in the best interests of Canada. If they were in a position to help St. John they wanted to do it. There were in Canada two winter ports, and the number would not be too many. Surely there would be business enough for both.

Mr. Hazen, ex-M. P., after returning his sincere thanks to Mr. Campbell for coupling his name with the toast, spoke of the Canadian parliament as the most important representative body in the country. He held a seat in parliament for six years, he was convinced that the members of the house were animated by a desire to promote the best interests of the country. In Canada the country was governed on the party system. While it was not an ideal system, the speaker said it was a good system. He then pointed out the advantages which followed therefrom. When the boats of the Beaver line, the pioneer steamship line here during the winter, came to St. John, they were welcomed by all classes. The hope of our people was that they would succeed, and the speaker so put it at the banquet on the Lake Superior two years ago. But they were hardly looked for such a business as that which seemed to be ours during the present season. He looked back with pride to the fact that the legislature in parliament, assisted in a way small as it may have been, to induce the Beaver line to come here. The proposed fast line was mentioned, and Mr. Hazen said he hoped St. John would get it. The people of Western Canada were now anxious to do business through Canadian ports. A great factor in the success of the Beaver line had been the man who had the head of the company, and who now sat at the head of the table. Mr. Campbell had worked hard for his company and had made for them scores of friends, which meant business. While the speaker regretted that Capt. Stewart, who presided at the luncheon on board the Lake Superior, was not present, he was glad to see seated beside Mr. Campbell Capt. Taylor, whose heroism in making the make Winnipeg across last winter gained for him such distinguished recognition at the hands of the Liverpool underwriters.

J. N. Sutherland of the C. P. R. spoke, and Mr. Campbell called the company to drink the health of the provincial legislature. Mr. Campbell said he attended the banquet tendered Premier Emmerson the other night. He was pleased to hear the programme laid down by that gentleman, and he carried out, could not but result in the advancement of the province's best interests. The toast was drunk with musical accompaniment, Premier Emmerson, in replying, said he had not been educated in winter port oratory, nor had it been his privilege to mix very much in the agitation so long carried on to make this the winter port of Canada. The local legislature had not the same powers as those possessed by the Dominion parliament. But the legislature would not take a second place to the other body in their desire to do for St. John. When he said this he wished it understood that he spoke not only for the government but the opposition as well. The desire of the members of both sides was to build up the port. The government of which he was the head were in a position to do what no former government could have done in the way of bringing immigrants here. In the past they could only have been brought here through other ports, but now we had these steamers coming here by which people could be landed right here. The government of the day wanted to avail themselves of this chance to bring people to New Brunswick. If the government could do anything in the way of attracting the better class of people here they desired to do it. He was unable at the moment to point out the proper course to be pursued or the best means to adopt, but nevertheless

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OUR NEW STORY.

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"Napoleon Smith" will run for several months.

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AN OLD TIME TRAGEDY.

Inquiry Which Recalls a Wholesale Drowning on the Columbia River.

Two New Brunswickers Were Among the Sixteen Victims.

(Victoria, B. C., Colonist.)

A memorable drowning accident, in which sixteen lives were lost on the Columbia river as far back as 1856, is brought to mind by a letter recently received by D. F. Adams of this city, asking for information on one Daniel Cotey, nicknamed Dan Whiteside, who disappeared about that time. The letter comes from Joseph H. Turner of Grand Rapids, Wisconsin, a brother of the man of whom information is wanted.

Daniel Cotey, the letter states, was known to have been in Queensland in 1856 or 1857, and the brother writes that his aged mother wants to hear from the missing man before she dies. Dan Cotey in 1856 went to California, and a few years later to Cariboo, and was last heard of at Quesnel. It was thought he might have been one of the party drowned, of which Mr. Adams is one of the few survivors. Mr. McArthur, who was in town a few days ago from Lorne creek, remembers the experience. Dan Whiteside, and so do many other old timers. It was believed at first that he might have been one of the two men drowned in the Columbia, a few days before Mr. Adams' party met with their terrible experience. Dan Whiteside, of course, not to be the case, nor can it be found where he went to.

The drowning accident of which Mr. Adams is a survivor is told in the British Colonist of May 31, 1856, at that time the finds of gold in the Big Bend were causing a great mining excitement, just as the Klondyke is now, and many were the men who flocked to the new diggings in the search of wealth. On May 18, 1856, Mr. Adams and a party of 24 men started from McCulloch's creek. They took passage in a large old Hudson's Bay boat and proceeded down the river till they came to the head of Little Dead Rapids, when about four were killed. Mr. Adams and three others pulled the boat, steered by Captain Lenny, for a couple of miles further, when the rest of the party overtook them, and though the dangerous part of the river had not been passed, all but three being tired of walking boarded the boat again. Within a short time the boat came to a riffle and shipped considerable water. Several of the rowers became panic-stricken, and although three or four strokes would have pulled the boat to safety the opportunity was allowed to pass. A man sitting in the bow was told by Mr. Adams to throw the line astern, and this could easily have been done, but the rope was foul or the man too frightened, and away went the unmanageable boat and capsized in a deep boiling hole. Mr. Adams, C. A. Lynden, Fred Quirk and Capt. Louis Lemay clung to the boat and just as she got above the main rapids, down which nothing could have lived, Mr. Adams managed to catch a floating log, held it out to some men on the shore and the boat was pulled up. Philip Malbert and James Nicholson managed to swim ashore, but the others were all drowned. The victims were: John G. McKel of Greenfield, New Brunswick; Wm. F. Coldwell of St. Andrews, N. B.; C. J. Kirby of San Francisco; Joseph Deford, John Fordem, Richard Harvey, Edward Gilbert, Richard Goldsworthy, Wm. Richards of Victoria; Wm. Hockins of Victoria; A. T. Grim; Joe, of the New England Bakery, Victoria; Edward Bauser, and another whose name is not given.

And this is the story of a misfortune which, though no doubt well remembered by the old-timers, is new to many people who have since come to the province.

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