

After the ceremonies, Champlain and his companions were escorted to a barouche and the Indians took back boards and second town they went for a drive so that all the people would have opportunity to enjoy the sight.

UNVEILING OF THE NORTH END STATUE.

On conclusion of the reception ceremony the military and naval forces formed up and marched to Riverview Memorial Park, when the statue to the South African Soldiers was unveiled.

The gathering of soldiers and sailors was one of the largest ever seen in this city. The first body to reach the square was the detachment from the Ariadne—50 marines and 50 sailors, accompanied by the band from their ship, all under the command of Lieut. P. H. Wardle.

The other detachments arrived shortly afterwards. The 2nd Battalion, with brass and drum bands, and under the command of Major F. H. Hart, marched into the square taking a position along part of the east and south sides. The Bearer Corps, with ambulance wagon and full equipment, was placed below the command of Lieut. P. H. Wardle.

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Brunswick volunteers who fell in the Boer war. He explained how much credit must be given to Mrs. Wm. Bazley, and announced that the park committee was considering the advisability of enlarging the borders of the park. He then called on Col. G. Rolt White, D. O. C., to unveil the figure which surmounts the monument and which was covered with a large Union Jack.

The Statue Unveiled.

Col. White spoke of the pleasure it gave him to unveil the memorial; also of his pleasure at seeing representatives of the fighting forces of other nations present. Col. White then loosened the cord which kept the Union Jack about the monument. The brigade presented arms, the officers stood at attention, while the Artillery Band played Rule Britannia. The figure which was exposed to view by Col. White is a large model of a khaki-clothed soldier, standing at ease and holding a rifle.

Sir Charles Parsons briefly addressed the assemblage. Being a veteran of the Boer war, he announced himself as much pleased at seeing before him some of the men who had fought under him there and paid a tribute to all the Canadian soldiers in that struggle. He also made a reference to the unveiling of a similar monument in Halifax two years ago.

Admiral Douglas was the next speaker. He said he was a man of the sea, and no speaker. He told of the pleasure it gave him to be present, particularly seeing representatives, diplomatic and otherwise, of other nations.

Mayor White spoke of the fact that a year or so ago he had laid the foundation stone of the monument, and he now was pleased to be present at the unveiling. He was also glad to see the French and American representatives present. He was gratified to see the monument completed because of the incentive which it should be to young people in the future. The proceedings were then closed by Dr. Gilchrist, who, on behalf of the park directors, thanked the various officers for their presence and kindness.

Champlain with his officers, and the Indians were already on the ground and remained. The different detachments, with bands playing, then marched back to the city. At Market Square several detachments fell out and the remainder then marched to the Barrack Green, where lunch was served.

As the 3rd R. C. A. was retiring from Riverview Park, Mrs. Bazley was seen at the window of her house on Douglas avenue. The regiment promptly saluted. This thoughtfulness of the officers was very favorably commended upon.

TABLET UNVEILED.

The new public library building was crowded at 4 o'clock Friday afternoon when the Champlain-De Monts tablet was unveiled. Among the distinguished visitors were Sir Archibald Douglas and Sir Charles Parsons. While waiting for the hour of opening the visitors inspected the building and spoke of it in terms of admiration.

Rev. Father Gynnor's Address.

Rev. W. C. Gynnor, president of the Historical Society, called the assembly to order and delivered a brief address. He said this was a significant occasion. They were to unveil on the walls of this treasury of learning a tablet in memory of the great men who discovered this country. They were of an alien race but had left

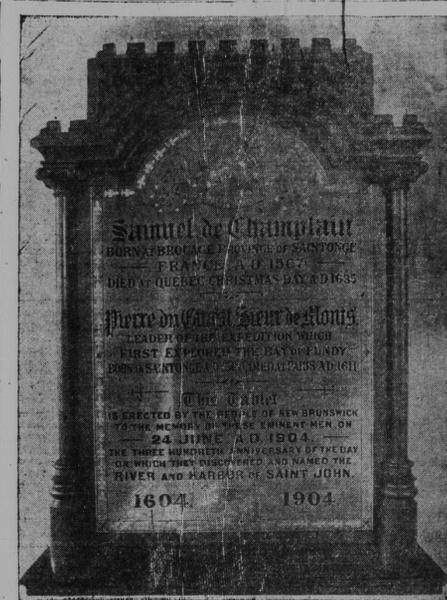
their names on the pages of history. There were two names, those of Champlain and De Monts, the forerunners of European civilization in this country. One was a member of the Roman Catholic church and the other a Calvinist. They established

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TO THEIR MEMORY. This Tablet, Perpetuating Names of Champlain and De Monts, Unveiled Friday.

here religious toleration, a fact that should be widely published. This celebration was emblematic of the union of all races and creeds in this city. He had always labored to that end and was glad to believe with a certain measure of success. This tablet was a tribute from the people of New Brunswick. Of \$100 thus far subscribed \$60 was from the Acadians, and more was promised from them. The rest was contributed by people of the city and province. It was therefore a provincial memorial. He would call upon Mayor White to unveil the tablet.

Mayor White first expressed regret at the absence of the lieutenant-governor. It was, he said, eminently fit and proper that the discovery of the St. John river should be commemorated in such a way, and that something of a permanent nature should enter into it. The men whose names are inscribed on the tablet had won a fame more enduring than brass. We were fortunate to have present the representatives of the three great nations especially interested in the history of this region. Here the history of Canada, of France and of the United States touched at many points. It was a source of great satisfaction to the citizens that so many distinguished representatives were present. This city had passed through many difficulties. Though for three hundred years St. John had been a name on the map, the city owed its origin to the Loyalists who came here in 1783. His worship then unveiled the tablet, and a few minutes later the warships fired a salute.

Rev. Dr. Raymond Speaks. Rev. Dr. Raymond was introduced by Fr. Gynnor as one who had not figured prominently in the celebration, but to whom its success was largely due, and to whom a debt of gratitude was due.

Rev. Dr. Raymond, speaking for the N. B. Historical Society, said that while there were notable spectacular features in the celebration this tablet was the permanent memorial. The mind naturally went out to that day, perhaps just such a day as this, three hundred years ago, when a small ship crept into this harbor. Keeping this a Champlain rather than a De Monts' celebration, he said it was done advisedly, for the reason that Champlain was the greater man, that he was the father of Canada and his impress upon it, while De Monts left no memorial; and his (Champlain's) ashes lie in Canada, in the city of Quebec. We have to depend for our information upon the map and the narrative of Champlain, whose survey of St. John harbor had proved to be more accurate than some later ones. Champlain also, no doubt, suggested the name of St. John. Dr. Raymond cordially welcomed the representatives of England, France and the United States, and said that unity of sentiment was desired in connection with this celebration. Happily there had been no jarring note. There was a problem to solve in Canada, and he regarded it as a happy omen that the children of the two races unite so heartily on this occasion. In conclusion he quoted, first in English and then in French, a paragraph from Dr. James Hannay's History of Acadia, in which the eminent historian had said that if Champlain came to St. John now, he would scarcely recognize the city, and find himself equally unknown. After today, said Dr. Raymond, the latter statement would be no longer true.

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R. Irvine, W. A. Smith, firewardens of Fairville, and Chief Lipsett, of the Fredrickton Department.

The Fairville fire laddies had the old Western Star No. 7 hand engine with accompanying hose reel in the procession. The engine was quite a curiosity as it is probably the oldest piece of fire apparatus in the city, so not a great deal of decoration was done to it beyond winding the handle bars and the axle trees with the national colors.

The reel, on the other hand, was elaborately dressed with the national colors twisted round the wheels and axles with a canopy of gaily colored flowers over it. The engine had been given a coat of black and the brass was polished till it fairly glittered. It was driven by Driver Fred McCormick. A team belonging to the Imperial Oil Company and driven by Wellington Lester drew the old hand engine.

Barouche containing Aldermen Maxwell, Tilley, Frink and Director Wisely. Barouches containing ex-Captains R. W. W. Frink, Allen Turner, Charles Clark and ex-Lieut. Lugin, of No. 1 Salvage Corps.

City Cornet Band.

No. 1 Salvage Corps float.

The salvage corps and fire police No. 1 company had two pieces of apparatus in the parade and they looked splendid. The company's cart was neatly trimmed with bunting and lanterns. Arches of red, white and blue were arranged in bunting and the up-to-date apparatus of the company looked excellent. Driver William Donohue took the cart along with a finely matched team of bays. The company carried all their firework apparatus on the team and also the two chemical extinguishers, which were ready for service.

No. 1 S. C. and F. P. also had a large float in the procession and it looked very well. The float covered a space of eight feet by seven. Next to the driver was an illuminated waterfall and in the rear was shown an Indian's tepee made of poles and hides. In front of the tepee, where four Indians made their home, was the old-fashioned cooking pot on a tripod. The space around the banks of the falls was filled with moss shrubs and trees, while the Indians in charge had the fire going under the pot. A feature of the falls was that during the procession there was a continuous flow of water tumbling over the glass rapids, which, being illuminated, made one of the prettiest pictures of the procession.

The wagon of No. 2 salvage corps was next. It was practically a garden and was one of the prettiest turnouts in the parade. The flowers were arranged by a double arch, capped with a clever representation of the fleur-de-lis. Geo. Hatfield was driver. In the wagon rode the following: Messrs. W. H. White, W. H. Paterson, Mullin, Hatfield and Belyea. Joseph Irvine was the designer of the wagon decorations.

No. 2 salvage corps also had an elaborate representation of an Indian encampment in the days of Champlain. There were the green sod, the spruce, the bark tepee, the tripod and the warrior chiefs to wit, Geo. Gordon and John Salmon. St. Mary's Church Band.

No. 1 H. & L. Co. Barouche containing George Chamberlain, John Lecheur, Wm. Bowman, G. D. Gard (Worcester), and John Jackson, ex-captains and foremen No. 1 Co. Barouches containing Ald. McGoldrick and Hamm.

Carleton Cornet Band. Hose wagon No. 1.

No. 1 hose wagon and engine made a very fine showing. The engine was elaborately trimmed but the hose wagon was a gem. The scene depicted was the meeting of Champlain and the Indian chief on the wooded shore of St. John harbor. In the front of the cart was a bark wigwam. In front stood tripod with pot ready for cooking. The rest of the scene was given to trees and woods and near the wigwam stood Willie Smith, as Champlain, and Ernest Humphrey as the Indian chief. Over the seat where the veteran driver, Geo. Drake, held the reins, was an elaborate arch and canopy. Surrounding the arch were flags and plumes and between the curved pillars were figures of old characters. Every wheel of the cart was brightly lighted, arranged as an eight-point star. The whole get-up was very fine and fully up to the standard of the No. 1 boys.

No. 1 Hook and Ladder Company's truck was gay with flags and about 100 colored lanterns strung along its great length. It made an attractive appearance. Three fire horses driven by Charles Conway took the big wagon along in good style. The truck was polished until it shone like a mirror, and was one mass of brilliancy.

No. 1 engine was in charge of J. Seeds. No. 2 engine in charge of J. Green.

No. 2 company had their apparatus trimmed in a most artistic fashion. The engine, which was driven by Lawrence Mahoney, with Engineer Joseph Green on the footboard, was decorated with garlands of red and white roses round the boiler and the safety valve with beautiful chrysanthemums. The tower was an imperial crown, the work of Joseph Green with beautiful jewels which a flashlight inside revealed every now and again. This was a very beautiful feature of the procession.

The dashboard of the hose cart was covered with variously colored flowers and there was erected over it a double arch with a fleur-de-lis on top. Between the arches were hung a number of colored lanterns, while in the centre of the wagon there was one large ruby colored lantern. Twisted cords of the national colors were hung between the arches. On the rear a large gilded figure 2 was hung from the arch with ribbons of red, white and blue. All these were trimmed with flowers the gift of the lady friends of the company. The hose cart was driven by Harry Johnston. The decorative work on the wagon was done by the members of the company ably assisted by W. C. Taylor.

No. 2 hose wagon. No. 3 hose company decorated their cart in a most tasteful manner. While the body of the wagon was trimmed with bunting, a large transparency was prominent. On one side was an excellent picture of the ship used in the days of 1604. Here was shown the ship approaching the uninhabited shores of the St. John harbor. On the other side the transparency showed St. John harbor in 1804. The C. P. R. elevator, the city wharves and numerous steamers were shown. On the rear of the transparency was a life size picture of Champlain. The cart was most original and looked very pretty.

No. 3 engine in charge of Edward Leonard.



REV. FATHER GYNNOR, President of the New Brunswick Historical Society, who Presided Over Thursday Night's Literary Symposium.

No. 3 H. & L. truck, nicely decorated. No. 3 Hook and Ladder wagon was transformed into a camp scene—brush, canoe and all the formal requisites. The men responsible for the change are Messrs. Geo. McIntyre, Wm. Brown, Cecil Brown and Walter Campbell. They were also the Indians of the camp.

Hose wagon No. 4. The turnout of No. 4 Engine Company

No. 5 hose wagon was next. It was decorated in Indian work and with other subjects suggestive of wild life. The engine was decked out with flowers. The ladies having in charge the work of preparing the flowers were Miss Scott, Miss Shaw, Miss Delaney, Miss King, Miss Wales and Miss Maxwell. The foreman who worked on the hose wagon are Samuel Cooper, Fred Cunningham, John Chesley and Wm. Gamm.

No. 5 also showed a scene on the river and a canoe with two Indians on a hunting expedition. Deer and caribou were in the bottom of the canoe. On the body of the float near the canoe was a massive rock, the remainder of the structure decorated with moss, ferns and rushes, presenting a picturesque appearance. The driver was Hazen Brown, with a little fellow in the uniform of a fireman.

The engine was well decorated. Arthur Delaney was driver. Extending from the work box to the fire box was a beautiful arch entwined with vines of tiny leaves. On the front, back and centre of the arch was the figure 5 in red tissue paper on a background of white. At the top on either side were the dates 1604-1904. The arch was illuminated by small lanterns.

No. 2 H. & L. float. The Carleton Hook and Ladder Company No. 2 and the firemen of that side of

represented a float carrying Champlain's ship in miniature. Another feature was a miniature boat cart. Boys represented Champlain and his officers and also the firemen on the cart. The vessel was built by the members of No. 4 company and their friends, and was in command of Master Colon Monroe, in the uniform of a R. N. Y. Club. The colors of the craft were illuminated by ship's lanterns. The engine and hose cart were also prettily decorated, and together with the float made an excellent contribution to the parade. The engine was driven by Michael Finnigan and the mechanical part was in the hands of Engineer Charles Pierce. The hose cart was driven by Alexander Johnston.

No. 4 also had a junior fire brigade. A small hose wagon was equipped as a regular used by No. 4, and on the sides in red letters was "Hose 4." Over the seat was a floral arch, and the wheels and body were nicely decorated with flowers. The cart was drawn by ponies. The ladies were dressed in red skirts, white ties, white trousers, black helmets and black belts. The miniature department was composed of Willie McEellan, foreman; Herbert Rodgers, assistant foreman; company W. A. Mannie, Elmer Ingleton, Joseph Magee, Harold Magee, Willie Swacka, Murray Hamm, Fred Slauton, John

Valentines, Oileggi, One of the Indian Chiefs.

His Worship Mayor White.

the harbor showed up in excellent style. Everything had been taken off the ladder truck and a cotton screen had been erected all round it. On this were painted scenes of historic interest, round St. John, such as Fort La Tour and Fort Howe. There were also paintings of the Becoon light-house, Champlain's ship and other

Fort La Tour, 1645.



Fred K. Neary, who was Captain of L'Acadie.

was made up of fifty-four men, the Detroit men under command of Ensign Williams; the Topaka in charge of Ensign Porterfield.

The men from the Detroit were accompanied by their band, and several times during the morning it was heard with pleasure. Both the American detachments had positions on the north side of the square.

The French warship Tronde was represented by a small body of men whose arrival was signalled by the playing of the Marseillaise by the band of the Ariadne. The Third Regiment Canadian Artillery, with its band, reached the square under the command of Major J. B. M. Baxter.

The R. C. A. was stationed along the street in front of W. H. Thorne & Co.'s store; its band, however, was placed directly behind the stand in the centre of the square. Beside the bodies already mentioned were the South African Veterans, wearing their medals, and many of them in khaki, under the command of Captain F. C. Jones; St. Luke's Boys' Brigade, numbering about forty, Captain J. Sullivan in command; St. Stephen's Boys' Brigade, in Scotch uniform and accompanied by three pipers, and the Boys' Brigade from Portland Methodist church, under charge of Methodist Thomas Armour.

The South African Veterans numbered about fifty. The several boys' brigades collectively were in charge of Col. James Buchanan.

The troops were inspected by Admiral Douglas, accompanied by other naval and militia officers.

On arrival at the park, the South African soldiers were placed to the right of the monument, while the remainder of the parade was drawn up on Douglas avenue.

The seats near the monument were occupied by Sir Charles Parsons, commanding officer of the Halifax garrison; Lady Parsons, Mayor White, Hon. R. A. Ritchie, and local officers with their wives. Others present were city officials and members of the North End W. C. T. U., while the rest of the military as well as the naval bodies lined the avenue in front of the park.

The Speech-making. Dr. J. D. Gilchrist, chairman of the committee having charge of the erection of the monument, was the first speaker. He referred to the beginning of the movement to erect the memorial to the New

Brunswick volunteers who fell in the Boer war. He explained how much credit must be given to Mrs. Wm. Bazley, and announced that the park committee was considering the advisability of enlarging the borders of the park. He then called on Col. G. Rolt White, D. O. C., to unveil the figure which surmounts the monument and which was covered with a large Union Jack.

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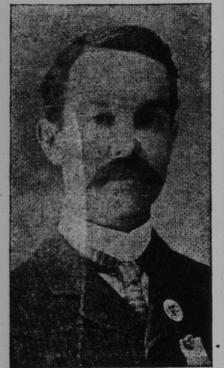
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ROLAND FRITH, President of N'ptunes, which Club Supplied the Regatta and the Indians.

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FINE SHOWING MADE BY FIREMEN.

Chief John Kerr, of the St. John fire department, and the firemen under his command, with members of Sussex, Fred-



OUR BRAVE DEAD. Statue Unveiled Friday in Memory of New Brunswickers who Fell in South Africa.

erickton, Woodstock and other outside districts, gave the citizens and visitors one of the best illuminated processions that St. John has witnessed for years. More than 1,000 men, each with a torch, paraded and the procession was a long one.

Each company had one or more pieces of apparatus in the parade. The members of the companies had worked hard and all were successful in having original and very pretty floats. The line of route was a very long one and when the firemen reached their respective stations, after disbanding on King street east it was within a few minutes of midnight. They were tired out and were not sorry when the parade was finished. District Engineers George Blake and Charles Brown were marshalls and did their work well.

The following are the companies which paraded, and in the following order: Chief Kerr and driver in decorated wagon.

Fredrickton Brass Band. Fredrickton Hose, H. & L. and Salvage Corps. Woodstock Fire Department, in charge of Chief Tattersall.

Sussex Fire Department and decorated cart. The Sussex wagon arrived in the city yesterday afternoon and made a good showing Friday night. The cart was very neatly decorated.

Artillery Band. Barouche containing Messrs. Jas. Mills,

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