

Stroke of the World-Famed Paris Crew Has Passed Away

Robert Fulton Died Yesterday Morning at His Home in Carleton—Sketch of His Career and of the Great Races in Which He Participated

(From Friday's Daily Sun.)

Robert Fulton, stroke of the world-famed Paris crew, which in the years gone by brought honor to St. John, passed away at his home in West St. John at seven o'clock yesterday morning. The death of Mr. Fulton makes the second break in the ranks of the crew, Samuel Hutton, another member, having been drowned in an accident some years ago, when his yacht, the Primrose, foundered in a regatta.

Early in the winter Mr. Fulton had an attack of pneumonia, but rallied and recovered sufficiently to resume his work in the customs service. But he was only on duty a short time when he was stricken down again, and in spite of all that medical aid could do, and notwithstanding an unusually vigorous constitution, he gradually grew weaker until the end came. Mr. Fulton was a well known figure in St. John. He was of a kindly disposition, always ready to oblige, and highly respected by all.

He was sixty-one years of age, and was twice married. His first wife was a Miss Hope, and his second wife, who survives, was a daughter of the late John McQuade. Three daughters and three sons also survive. They are Mrs. Charles Brittain of Carleton, Mrs. S. S. Kingston of Carleton, Rev. R. Miss Maria Fulton at home, Mrs. G. Fulton of Hampton, Charles of Montreal, and William, at home. Mrs. Wm. J. Ervin of Carleton, is the only sister.

Mr. Fulton was an active member of Carleton Union Lodge, F. and A. M. The story of the Paris crew, which made St. John famous, has often been told. Over forty years ago a number of the younger fishermen on the west side, who were through their occupation, accomplished oarsmen, formed themselves into a racing crew and in a boat called the Quaker rowed their first race at a Carleton picnic regatta. This was in 1826, and the oarsmen were Robert Fulton, Edward Ross, William Price and James Price. They won a three-mile race by ten seconds.

In the following year Mr. Fulton was stroke in another Carleton regatta, rowing against a Portland crew. The Carleton boat was again victorious. The Masonic picnic regatta was held in September, 1835, and there the Mr. Fulton was stroke in the Paris crew. Mr. Fulton was the first and lost the second by a very narrow margin. After this the crew underwent some changes, and the old lap-streak boat was abandoned in favor of a specially built racing shell, the work of one Elliott of Long Island.

Elijah Ross was added to the crew and several more contests were participated in, at Boston, on the Kennebecasis, and elsewhere, with varying success, until in September, 1836, George Price was made a member of the crew. The oarsmen went to Springfield, where they met with success.

In 1837 they were sent from here to the regatta on the Seine, Paris, and won their name as the Paris crew. First they captured a barge or rigged race of 4-1/2 miles, beating the crack oarsmen of England, France and Germany, who were much better boasted. On the same day they rowed a picked crew from Oxford University, the London Rowing Club and other crews, introduced to their competitors the system of steering without a coxswain. On their return they were given a great ovation, and later rowed races with different local crews, adding to their laurels. The Ward Brothers of the United States profited themselves the world's champion four and a match.

was made for \$1,500 a side. It was a "race" rowed at Springfield, Mass., on October 21, 1838, and the St. John four won handsily, doing the distance in 39 min. 23-4 sec. Returning home, the victorious Paris crew were paid and given \$500 each by the citizens.

Their luck was changed, however, when they met the Tyne crew at LaChine, Quebec, in July, 1839, and were fairly defeated. The Tyne crew also went by the name of the Renforth-Taylor-Vincent crew. The distance was four miles and the time 29 min. 47 sec. The defeat of the favorites at LaChine was totally unexpected. A gentleman who was present at the memorable race states that on the night before the contest LaChine was practically swamped with the money of St. John men who wagered their last cent that the Paris crew would win. The race was rowed under unfavorable weather conditions, and in a choppy sea, and the Englishmen crossed the finish line victors. After the race many of the St. John followers of the crew had to send home for money enough to bring them back. They had backed their favorites to the finish.

At the Toronto and Niagara regattas the same year, however, the Paris crew retrieved their laurels by defeating everything in sight.

After the LaChine race the Paris crew challenged the Tyne crew to race at Springfield. The challenge was not accepted, but later the Englishmen agreed to row if the Paris crew would allow them \$200 for expenses. This was arranged and the result of the challenge was the fatal race on the Kennebecasis on August 23, 1871.

The story of this race has been written often. Renforth, the greatest oarsman England had produced up to that time, was the stroke of the visiting crew, and it is said that he had the finest crew ever sent out of England.

The race attracted thousands of people from all over Canada, United States and England, and was one of the greatest sporting events ever pulled off. The distance was six miles and the time made, 39 min. 29 sec., is still a world record. The English crew took the lead at the start, but the long, powerful stroke of the St. John men brought them back on even terms. Just as they were about to pass the visitors, Renforth, who then realized that his men were beaten, made a heroic effort to recover the lead. "Come, boys, give her another dose," he reported to have said, and he and his men made a noble response. The strain was more than nature could stand. Renforth collapsed at his oar, and died in what is now the Clarion house about two hours later.

Renforth was the champion of the world so called in his honor. In the regatta held on the Kennebecasis in September, 1873, the Paris crew again defeated all comers.

The crew's last race was in Philadelphia in 1878, when they were beaten by a Halifax crew. They never rowed again.

The Paris crew in all these great races was composed of Robert Fulton, Samuel Hutton, Elijah Ross, and George Price, with James Price as spare man.

George Price is still in the customs service. Elijah Ross is the well known Carleton boat builder, and Capt. James Price resides in Chelsea, Mass., but continues commander of the school. Three Sisters, in the coasting trade. This crew made the name of St. John famous throughout the world.

Mr. Fulton besides his work as oarsman was also an exceedingly good man in single sculls and competed in some fine regatta on the Kennebecasis in 1837, and the next year defeated Elijah Ross. In 1839 he and Price and Hutton were competitors in a race that Fulton won, and later he defeated Hugh Morris, of Pittsburgh. In 1872 he was defeated at Digby by George Brown of Halifax. The same year he

won a regatta in St. John harbor and in 1873 captured first prize in a regatta on the Kennebecasis, defeating Boston and Halifax oarsmen of that day. His last single scull race was rowed at St. Stephen in 1874, when he was defeated by Brayley, of Portland.

Mr. Fulton was ever an honest sporting man and always took a deep interest in matters pertaining to aquatic sports. He officiated many times in recent years as the referee in local contests. He was also a good man in a small boat, and on many occasions handled the tiller in local yachting regattas. Mr. Fulton in 1875 was appointed a boatman and tide waiter in the customs and was ever a good official.

WIND AND SEA AGAIN INJURE DAM.

Certificate Issued For Burial of Charles Watts—News of St. Andrews

ST. ANDREWS, N. B., Feb. 22.—Coroner J. A. Wade, M. D., granted a certificate for the burial of Charles Watts, whose body was found yesterday in about eight feet of water in the St. Croix river, in the commons district of the town of St. Andrews, the doctor on investigating the circumstances came to the conclusion that it was a case of suicide. The deceased was a lad lived with Dan McFarlane. A few years ago he determined to strike out on his own account. Amongst other places he spent some time in the Klondyke. On his return from there he naturally drifted home, where on Wednesday morning he took breakfast. Not returning for dinner, in consequence of some statements made by him a search was made, resulting in the finding of his body in the river.

The three-masted schooner R. D. Spears, 299 ton register, of Eastport, Me., R. W. Belyea master, entered at the customs house here today. Her last port of departure was New York, N. Y., U. S. Her cargo was 2,463 barrels and 1,866 bags fertilizer, consigned to the C. P. R. The fertilizer is destined to be forwarded to Houlton, Me., for distribution amongst the farmers of Aroostook county.

The forces of nature in the attempt to erect a dam at Katays Cove seem to laugh at what appear to be the puny efforts of man to obstruct their course. Yesterday the combined action of the wind and sea worked another break in the dam. The sea poured its water underneath the piling of four feet deep in a section of the dam, and washed out to fully seven feet deep, and a section of the dam overhangs the wash-out and means work to overcome the difficulty.

Mr. Bailey, for some weeks past acting station agent of the C. P. R. here, has been relieved by E. Lowmyer, who has been given the permanent appointment.

JURY RECOMMENDED FURTHER ENQUIRY

In Stetka Case After Sitting Six Days and Examining 30 Witnesses.

(Special to the Sun.) GLACE BAY, Feb. 22.—After sitting for six days and examining thirty witnesses, the coroner's jury in the Stetka tragedy at Dominion No. 1, concluded their work today by returning the following verdict: "In an action with the death of Anton Stetka, of his wife and two children, which event occurred at Old Bridgeport, County of Cape Breton, on or about February 15, 1906, was the coroner's jury selected to investigate the same, desire to state that after having all the evidence produced and weighing the same most carefully, we believe that said deaths occurred under most unusual and suspicious circumstances and would recommend a further enquiry under direct supervision of the crown."

GRAND TRUNK PACIFIC CONTRACTS GIVEN OUT.

(Special to the Sun.) MONTREAL, Feb. 22.—Contracts were given out by the Grand Trunk Pacific shortly after noon today for the construction of a railway between Touchwood Hills and Edmonton. From Touchwood Hills to Nasakat, a distance of 140 miles, was awarded to the Canadian White Company of Montreal, and the portion from Nasakat, 217 miles, was awarded to Foley Bros., Larson and Company. The conditions imposed upon the contractors is that the work be rushed with the greatest possible rapidity. This work, together with the work now in hand between Fort William and Superior Junction, make a total of 342 miles which the Grand Trunk Pacific has under contract.

WILL INCREASE CAPITAL STOCK.

MONTREAL, Feb. 22.—An important decision to increase the capital stock of the Bell Telephone Co., of Canada, from \$50,000,000 to \$50,000,000 was reached at the annual meeting of the shareholders held at the head office today. The president of the company, who was in the chair, stated that it was not the intention of the company to issue anything like all of the increased capital at once. Only as much as was absolutely necessary for immediate extensions would be issued.

DUMPING OF SEWERAGE INTO THE ST. JOHN RIVER.

Provincial Board of Health Heard Complaints of Sunbury County Council in Regard to Action of City of Fredericton—U. N. B. Conversazione a Success.

(Special to the Sun.) FREDERICTON, N. B., Feb. 22.—The provincial board of health met this evening at the Queen Hotel. The members of the board present were Hon. James Holly, Dr. Steeves, J. H. Barry and Secretary Dr. Fisher. The meeting was called to consider the complaint laid by the county council of Sunbury against the dumping of sewage into the St. John river as at present practiced by the city with McManus & Co. of Memramcook. Sunbury was represented by Couns. Wilnot and Perley, who had with them J. D. Hazen, M. P. P., as counsel. The city's interests were looked after by City Clerk McCready. Mr. Wilnot produced a letter from the city engineer, Mr. Clement, of Vancouver, showing what constituted the modern sewerage system. In this letter Mr. Clement says the sewage of Vancouver is first treated in tanks before being discharged into the harbor. The effluent from the tanks is free from solid matter and although only a nuisance when discharged into salt water, but if it were intended to discharge the effluent into a river or stream used for domestic water supply or by cattle it would be necessary for the sewage to pass through one or two baffle beds after leaving the tanks and before emptying into the stream. A tank with two chambers each 100 by 12 wide and 7 deep would be sufficient for from 2,000 to 2,500 people. The cost would vary with the local conditions such as cost of labor and material might be anywhere from \$4,000 to \$5,000. Mr. Hazen contended that the people of the river parishes used river water extensively, and all that they requested that the system to be adopted by Fredericton be according to modern systems. Mr. Wilnot also read Dr. Atherton's letter condemning the direct dumping of sewage into the river, and also a letter from Ashley Miller, C. B., of Vancouver, in which the latter says the practice of discharging crude sewage into rivers or streams passing through settled districts has been abandoned by all civilized countries and is against the law in the west. Mr. McCready contended that the proposed system had been thoroughly gone into before being adopted, that after the most careful consideration it was thought to be the most up-to-date and the most satisfactory to all people. The board of health will consider what steps, if any, they will take in the matter.

TWO DIGBY MEN DROWNED IN THE BAY OF FUNDY.

Were Returning From a Visit to Their Lobster Traps When a Sudden Squall Upset Boat in Nasty Sea—The Community is Shocked.

(Special to the Sun.) DIGBY, N. S., Feb. 22.—Heber Prime, aged 21, and William Prime, aged 24, were drowned in the Bay of Fundy this afternoon. They had been visiting their lobster traps, and were returning in a sail boat, when a sudden squall broke over them off the northern shore of Long Island. Lobster fishermen on the shore saw one man thrown out of the boat as she turned over. The other man clung to the wreck and finally the boat righted herself and filled with water. The wind was blowing a gale from the northeast and the sea was a nasty one. The waterlogged boat continued to drift towards the shore with its half drowned occupant, but just as it neared the surf three huge waves washed Heber Prime overboard, and he went down in sight of those on the shore. Two of the men on shore plunged into the surf, and nearly lost their lives in a vain attempt to rescue Prime. The boat came in shore and was smashed to pieces. The bodies have not yet been recovered. There is a big sea on in the bay tonight.

AMERICAN SAILORS ON VISIT TO ROME

ROME, Feb. 22.—A detachment of 50 sailors from the American cruiser squadron, now at Naples, arrived here today, accompanied by several officers. The Americans, who spent the morning in sightseeing, were received by the Pope this afternoon. The reception of the Americans occurred in the Consistoria. The Pope blessed all the Americans and their families and the religious objects which the sailors had with them. The Pontiff shook hands with the American officers, and on the call of Chaplain Bayard the sailors gave three hearty cheers for the Pope. The Americans will return to Naples Friday evening.

Advertisement for DODD'S KIDNEY PILLS, featuring a circular logo with the text 'DODD'S KIDNEY PILLS' and 'A KIDNEY DISEASE CURE'.

Advertisement for Royal Baking Powder, featuring the text 'Royal Baking Powder' and 'We are now able to quote the same prices to our customers as are paid by consumers in New York, London, San Francisco, and other large markets of the world where staple goods are sold lowest.'

Walter Gilbert, W. Alex. Porter, McPherson Bros., Fred. Burridge, and other first class grocers.

THE COMPULSORY SCHOOL ACT

Correspondent Gives His Views on the Matter. Thinks More Attention Should Be Given to Teaching of Agriculture and Like Subjects.

SIMONDS, Feb. 15th, 1906. To the Editor of the Sun: Sir—I see by the papers that the government intend introducing a compulsory educational act, and that editors, philanthropists, and legislators, are almost unanimous in its approval. As I have been a school teacher in this province for five years, a trustee with a few vacations, ever since the enactment of the present law, and a grammar school trustee under the old regime, my present, I think, may lay claim to having taken some interest in educational matters, though I may not know much about them.

It has seemed strange to me that there should exist such a unanimity when the act has not been before the public, so that we may ascertain its character. There are acts of this kind in England and Germany, while in the United States, different states have different laws. Is our law to be like any one of these, or better or worse?

Speaking generally, compulsory laws are very much of the nature of sumptuary laws, difficult to operate, and ultimately, not very efficient. Is this compulsory act intended to protect the child from the parent, or from himself? If it is intended to protect the child from the negligence or avarice of the parent, the law would be of great benefit, but, as it would be rendered operative from the fact that generally it would have the child on its side. But if the intention is to protect the child from himself, it is another matter. Not only are the difficulties of operation increased, but after you have compelled the boy to go to school, what have you gained?

Any boy who is in school because he is driven there by act of parliament, is wasting his time, annoying the teacher, distracting the attention of other scholars, destroying discipline, and demoralizing the school. "You can drive a horse to water, but you can't make him drink," and if a horse will not drink, either he is not thirsty, or there is something the matter with the water.

If he is not thirsty he probably wants meat, and if something is the matter with the water, the trouble should be ascertained and remedied. As a rule every normal boy desires information; if he does not he requires some mental stimulus, physical stimuli in that case are out of place. The difficulty, however, usually lies with the "drink." And if truancy is so general that legislation is necessary, attention, it seems to me, should be drawn to the system, rather than to the boy; and I have long felt that in this province, the difficulty is not far to seek. A boy, say seven years old, is told that if he goes to school ten years he will benefit, no doubt, and if high school, and have learnt classics and mathematics, and the "oligs." But he does not want to learn classics and mathematics and the "oligs." The promise does not appeal to him.

As time goes on the prospect darkens and by the time he is half through the course he is ready to run from school, run anywhere, to escape a fate which every day is becoming more distasteful. The difficulty lies in the popular impression that to pay his master is to pay his education; whereas, education consists in the cultivation of the mind according to its inclination.

Advertisement for Boys' 3 Piece Suits, featuring the text 'Boys' 3 Piece Suits Almost Given Away' and 'We have a number of fine Boys' 3 piece Suits of which there are only one, two or three of a line left, and in order to clear the entire lot we have put the knife deep into the prices.'

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