

SREAT FARIS CREW RACE ON KENNEBECASIS IN WHICH GALLANT RENFORTH DIED

An Old Time Sporting Event Which Drew 20,000 People to River Banks — The Crews, the Race and the Tragedy — Other Happenings of the Day

The following account of the famous Paris crew race, which took place on Wednesday, August 23, 1871, on the Kennebecasis river for a side bet of 500 pounds sterling, and the championship of the world, will be recalled by older citizens as the greatest sporting event they ever witnessed, and will also furnish interesting reading for thousands who have heard of the great race, but never read a detailed account of it. The St. John crew, known as the Paris crew, was composed of Robert Fulton, Elijah Ross, Samuel Hutton and George Price. Mr. Ross is the only surviving member of that world famous rowing quartette. Mr. Hutton was drowned some years ago while yacht racing near Mahogany Island, and the other two passed away from natural causes.

It will be of interest to note that Renforth is named after the great English oarsman who collapsed in this race and passed away soon after. The boat used in the race by the Paris crew is at present hanging in P. O'Neill's liquor store, Mill street. Here is the story of the race:

THE RACE

The morning was lovely, the sun rose clear, and there was scarcely a breath of air to ruffle the waters or even stir the leaves. Many were astir at three o'clock. By four, the whole city was awake. From all quarters the great stream of travel converged to the railway station, though there were currents to Indian town and over the Marsh Road. By seven o'clock the people had gathered in dense masses along the river for at least a mile and a half above the starting point. They covered the slopes and high way in a dense mass, and on every elevated position or object that offered a good view they clustered like swarming bees. The railroad alone must have delivered 15,000 people in a couple of hours at Torriburn. Many went in carriages and not a few, owing to early start, and unable to pay railroad fare, went on foot. At Indian town as early as four o'clock there was great activity. Nearly every steamer owned on St. John was prepared to carry passengers, the consequence was that none of them were overcrowded. Between five o'clock and five thirty they all got under way, and the scene presented by them and the innumerable river craft of all kinds, as they pushed up through the Narrows and into the bay, while the morning mists were yet rising from the water, was one of great loveliness. The steamers soon take line and very little time is expended in getting a clear track. Shortly before seven o'clock the St. John boat was rowed down to the judges' boat; the crew in splendid condition and spirits, going in snicker boat, their pink shirts hidden beneath their ordinary jackets, and by the hour sharp they were at hand, if wanted in about ten minutes after the English crew, all dressed for the race, pulled off one of them, also soon to enter upon that contest which was to end so sadly for him. Whilst the St. John men are stripping off their jackets, let us glance at the Paris crew. The St. John crew are well known, not only in St. John but to the world. They are Robert Fulton, age twenty-seven years, rowing weight 160; Elijah Ross, age twenty-six, weight 155; Samuel Hutton, age twenty-six, weight 160; George Price, age thirty-four, weight 145. They were all men long of limb and swift in action, not perhaps so muscular as their English opponents, but with great nervous power, and any believer in psychic force might find them good subjects for the development of the theory. They began their career on our own harbor in 1869 and 1866, beating everything that opposed them. In 1867 they crossed the Atlantic to the Paris International regatta, where they won the two races in which they competed, and that, in spite of the disadvantage at which they were placed by an inferior boat. In 1868 they beat the Wards, then claiming to be the champion crew of America, at Springfield, in a six mile race, although not making as good time as they had at home. At this feat the St. John people were so elated that they presented the crew with a purse of \$5,000. The crew has ever maintained its popularity in St. John, and this was evidenced by the willingness with which the St. John people last year staked their money at Lachine, when this same crew went there in September to row a match race with the Tyne crew, so called.

At that race Renforth, the present leader of the English crew, was the leader, although he has now another set of back, another effort and it caught up with him. At Lachine the Paris crew met their first defeat. They and their friends were sure of victory. Their past successes had led to the belief that they were invincible, and there was a feeling among all parties that an Englishman was not a match for a colonist any way. The race was over a six mile course—three miles and back. From the very first the Tyne crew took the lead, and they won handsomely. A large sum of money—it was never known even approximately how much—changed hands on this contest. A challenge for another race followed almost immediately, the Paris crew and their friends feeling that they owed their defeat to circumstances, such as rough water, the absence of wash boards, rather than to any inferiority.

The present race is the result, but it is to be regretted that out of the four Englishmen who rowed at Lachine, only one, Renforth, returns to meet the Paris crew. After the Lachine race a disagreement arose between Renforth and his supporters, and he was unable to keep his men together. His new crew, it is however supposed, of some of the very best men who ever pulled an oar on English or any other waters.

Renforth is emphatically a waterman.

Strange Man!



Doesn't he mind rowing the two ladies on such a hot day? Oh, no! He keeps his mouth cool and moist with

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Going Rowing to-morrow?

boat clearly led him two good lengths of the boat. Now, the struggle was over. At the close of a heavy spurt Renforth himself gradually fell backwards and downwards from his boat. Kelly reached out his hand, as if to save him, and at once the English boat turned shorewards. This unlooked for action strongly excited the whole mass. The steamers blew their whistles in token of victory. The masses surged backward and forward. And those near where the boat landed shouted out various cries, all indicative of their contempt for the crew that, as they supposed, had so gloriously deserted the race. Even at the judges' boat there was great excitement, for there no one could tell what the trouble was, while all could see that something had gone wrong.

Soon enough, however, the intelligence spread that Renforth had a fit, and was bleeding from the mouth. Even then there were many who thought lightly of this. The St. John men kept steadily on their course rounding the stake boat in eighteen minutes and two seconds, but they did not make as good time on the home stretch probably because the breeze had freshened and the water had got much rougher than it was at the start. They got home safely in 20 minutes 20 3-5 seconds, amid, of course, the shouts and cheers of the multitude, the screaming of steam whistles and every other demonstration of joy, while men wring each others hands and jumped about like mad men—not even then aware that Renforth lay in his death agony but a short distance away.

When the English boat touched the shore it and its crew were hailed with shouts of derision and hisses. From the thoughtless multitude assembled in the vicinity. Under all the subsequent circumstances this is much to be regretted. Renforth had evidently been in great suffering, and after receiving a dose of cold water, rose up and stared around wildly, as if he had awoke from some unpleasant dream, and showed every sign of distress. He was carried by his companions and others to a coach and driven rapidly without covering or medical aid to his quarters at the Claremont House.

Here physicians were in immediate attendance upon him. Doctors Johnson, McLaren, Stevens, Bartheaux and T. J. O. Earle did everything that the case appeared to demand. They bled the patient but when they arrived the body was cold on the outside, the blood was driven inward, and not more than a gill of blood flowed from the open parts, so that little relief was afforded to the congested organs. While the physicians were endeavoring to afford relief the patient was breathing very hard, so much so that he articulated very little. In little more than half an hour he breathed his last. Just before his death he spoke to his companions, saying that his breath was leaving him, being conscious of approaching dissolution, and about the last words that he spoke contained the word "well," which was the only word that could be distinctly caught. Death occurred at about ten minutes to nine o'clock.

The cause of death was said to be no indication of the lungs, super-induced by over-exertion and nervous excitement. The post-mortem examination will make more definite revelations. It was a heart-breaking sight to see that stalwart frame lying stiff and dead, and to think that but two hours before it was in the full enjoyment of health and physical vigor. Around his bed stood his companions in his own practice, and in the struggle to win which he had lost his life. Down their bronzed cheeks the tears flowed freely and some of them wept bitterly. Dr. McLaren will make a post-mortem examination.

Such a sudden and melancholy end to a man of such renown in his profession as Renforth was, caused of course, much grief and sorrow. Some of the police officers of drugging of one kind or another. Mr. Pearce, a quiet, gentlemanly member of the Tyne crew, told the writer of this that he never saw Renforth in better spirits than just before the race this morning. He said that he and some of the quarters just before going out to the

race, and on his way to the beach, sprang lightly over the fence in front of the Claremont House. He said that Renforth was absent twenty minutes before this, while the crew waited for him. Where he was, who he was with, or what he did while away, his companions did not know. Of course these are the ideas that float through a troubled and perplexed mind. This sad circumstance has thrown a damper upon the enthusiasm of the community over the victory which was evidently in store for the St. John oarsmen, and indeed upon boat racing generally. We trust to the reason and proper feeling of our people to abstain from all show of exultation at this time.

By one o'clock the railway had successfully and free from accident carried in the twenty thousand or more people that went out in the morning, the river was free from steamboats, woodboats, or craft of any kind, and the placid waters of the Kennebecasis gave no indication that upon their surface three or four hours before a great physical contest had

been fought. The scene was one of peace and quietude, and the only reminder of the great event that had taken place was the body of the fallen champion lying in state at the Claremont House.

The body of the fallen champion will be buried in the St. John cemetery, and the funeral will be held on Monday morning at ten o'clock. The funeral will be held in the St. John cemetery, and the funeral will be held on Monday morning at ten o'clock.

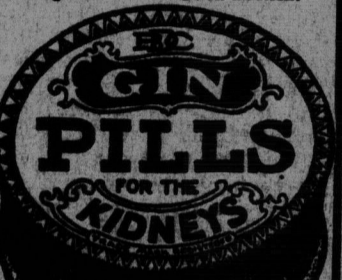
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For years I have suffered from kidney trouble, and I have tried many different remedies, but nothing has done me any good. I have been told by a neighbor to take Gin Pills, and I have tried them, and I feel that I can truly say that they have done me more good than any other medicine I have ever taken. I feel that I can truly say that they have done me more good than any other medicine I have ever taken.



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taken place and a sad tragedy had resulted. There were several disturbances on the road near Claremont House between 10 and 11 o'clock. A young man named McClintock, who appeared very anxious to fight early in the forenoon, was badly beaten. He had been fighting with a young man named Ring, and while standing against a fence was pummeled until he was insensible, when he was removed to McGowan's yard. There was a large scar made in his neck, and he bore other marks of serious ill-treatment. Medical aid was procured and he was brought to his senses.

The number of persons who arrived in this city yesterday and last night must have been enormously large. The steamers "New England" and "New Brunswick" were crowded, bringing upward of 1600 passengers. The two Prediction boats arrived early in the morning with great crowds, and the "Ida Whittier" with excursionists and accompanied by a brass band, arrived during the night, and took its position on the river very early. The "City of Saint John" brought from Annapolis a large number also.

He urged upon the workers that for the duration of the war union regulations should be suspended, so that every available man and woman could be employed in the necessary work. "If every trade unionist," Mr. Lloyd George told the workers, "was brought back from the front, and if they worked to the utmost limits of human endurance, there would not be enough labor to produce what the government is asking to have produced during the next few months."

Mr. Lloyd George added that as government red-tape had been cut, the trade unionists also must relax their rules. The country, he said, was demanding.

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as a matter of right, and not as a matter of appeal, that every one of its citizens should do his best, and he did not believe that there was any objection to it being made a legal right and duty.

CANADIAN LOBSTERS ALL THROUGH MONTH OF JUNE (Boston Globe, Thursday). As a result of a new law passed by the Canadian government, the season for the shipment of live lobsters has been extended thirty days. The receipts of lobsters from Nova Scotia have been the largest this year in the history of the business. Under the old law the close season on lobsters began June 1. Under the new ruling lobsters may be kept in pond and shipped in the month of June. The new law was the result of an agitation among the lobster fishermen, which has been in progress for some time. The Yarmouth Line steamship Prince George, Capt. McKinnon, which arrived today from Yarmouth, brought in 800 crates of lobsters, and future shipments are in the month are expected to bring in heavy consignments.

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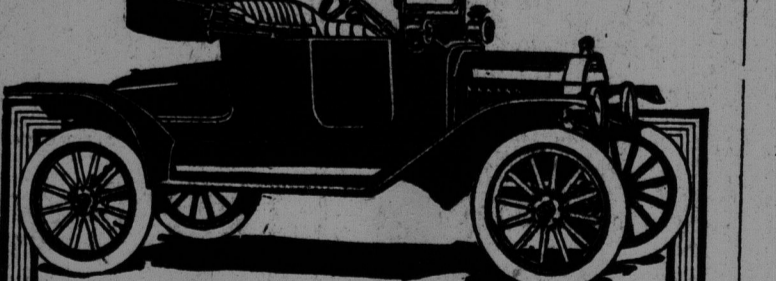
Studebaker

So why not come in and see this Electric Starter? Let us have you see the convenience of the starter-pedal and how the switch is made damp-proof and dirt-proof. And then, we'd like to have you drive the car yourself and know from personal experience at the wheel the CERTAINTY of this NEVER-fail Electric Starter that Studebaker uses. When will be most convenient? And if you can't come in soon, write for our booklet on the Studebaker Electric System.

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