the Harbor

During the Yacht Race for the Corporation Cup.

The Primrose, Struck by a Squall. Plunges Bow First to Bottom.

Hutton and Seven of His Crew Lost Before Help Arrived.

Four Men Rescued After Being in the Water Nearly Thirty Minutes.

The Story as Given by a Sun Reporter, the Only Newspaper Man on the Judges' Boat

Postoffice Inspector King Furnishes The Sun With a Graphic Description of the Affair.

Sketch of Samuel Hutton of Paris Crew Fame and the Races He Has Taken Part In.

(From the Daily Sun of the 22nd.) Five yachts started from Reed's Point yesterday afternoon in the second race in the series for the corporation cup. Four boats returned to the starting point, but two of them were almost dismantled. The fifth yacht, the Primrose, sank off Mahogany island and eight out of her crew of twelve were drowned. The men

who lost their lives were: SAMUEL HUTTON of the customs, who was about 50 years of age, and leaves a widow.

FRED PRIEST, aged 20, a son of Capt. Priest of the north end, who worked with Geo. E. Holder, the sail

GEO. HEATHFIELD, aged 22, a carriage maker, employed in Crothers, Henderson & Wilson's factory.

ALBERT AKERLEY, aged 26, a carpenter, who lived on Adelaide road, and was the main support of a wid-

owed mother. HENRY BARTLETT, aged 27, a sailmaker, who leaves a widow and two children, the youngest of whom is only

three weeks old. age, who was a stevedore, and leaves

a widow and several children. WM. RUSSELL, aged 20, a son of Wm. R. Russell, the King street

HARRY HOYT, aged 19, whose par-

ents live on Exmouth street. The four men saved were: HOWARD HOLDER. THOS. H. MILES. FRED S. HEANS.

JAMES MCKEEVER. When the yachts left the harbor there was a northwest wind and the boats flew out before it in great style. The first turning point was the whistling buoy and it was done in the following order: The Primrose, Sunol, Clytie, and the Maple Leaf and Grace M. together. Then the wind shifted and came in from the south. But this breeze did not last, and when the Primrose and Sunol were half way on the stretch to Mahogany island it died out. The Maple Leaf, Grace M. and Clytic which kept away off shore, got quite a fresh breeze and they overtook and passed the other two boats. All the contestants then became becalmed. But away to the westward there were indications of a squall and a shower. The tug Lillie, which had on board the referce. Judge King; the timer, E. H. Fairweather; the measurers of the boat, a "Sun" representative (the only newspaper man on the boat) and a number of ladles and gentlemen, was close in to Mahogany island. The yachts had to go cutside of her in order to round the island, which all the contestants were required to do. A number of sail boats and a steam launch were close at hand watching the manoeuvers of the yachts in the absence of wind. But the storm could be seen approaching and the wonder of everyone on the

A HEAVY SQUALL, then came rain and later on a heavy hail storm. It was a gale, and no boat carrying the sail that the yachts had set was safe in it. They were about a mile off Mahogany island at the time The squall struck the Maple Leaf (Elijah Ross' boat) first, carrying away her topmast.

Lillie was that the boats did not pre-

pare for it. First there was

The crew ran up and were taking in the light sails but they did not have time to accomplish this work. Away went the topmast and this was all that saved her from a fate similar to thatwhich the Primrose suffered. The Gracie M. got it next but she escaped without any injury. The Primrose was the third boat that the squall struck and she went down. The Sunol had her mainsail split, her topmast carried away and her centre board broke. But for the destruction of her topmast there is no telling what Primrose went down. might have occurred to her. The Clytie was as fortunate as the Gracie

When the squall struck the Primros the was close hauled. She was knocked down on her beam ends and nothing could be done with her. She filled with water and

Robt. Lawson was reported to have been lost in the Primrose. He didn't

go out in her at all.

porter

from the Lillie.

nately, he did not join her crew.

FROM THE JUDGES' BOAT.

graphic account of the disaster as seen

"The wind that had been northwest

"It was soon observed that the lead-

were about becalmed, while the Maple

Leaf. Clytie and Gracie M caught the

southerly breeze and rapidly over-

"Here the tug Lillie steamed ahead

and took up a position near the wes-

tern end of the island to await the

yachts that were heading in but were

really quite becalmed. Quite a stiff

breeze was blowing off the land, in

back of the island, but it did not ap-

astern of all the rest of the fleet, broad

off Mahogany Island, the Sunol slight-

ly leading her, the boats heads point-

ing first one-way and then another

in order to catch any passing breeze.

The other yachts were perhaps a quar-

ter of a mile ahead, and well up to-

ward the western end of the island,

"Suddenly a very dark cloud showed

overhead and heavy drops of rain and

hail began to fall, driving the ladies

on the Lillie below; but most of the

others stood watching to see the effect

Leaf and the Gracie M, Ross at once

letting go his big balloon jib and evi-

dently making ready for the worst.

An instant later the heavy squall

struck the upper canvass of the Maple

Leaf with great force, careening her

down and carrying away the topmast

"The other two yachts (Gracie M

and Clytie) at once lulled up into the

wind and met the squall without dis-

"All eyes were now turned upon the

The

Sunol and Primrose, which had just

topsail of the Sunol was torn clear

"The wind evidently caught the

immediately turned toward her and

all speed made with a view to render

her assistance, as she could still be

made out through the storm, appearing

as if her canvass had all blown away.

observed with horror that she had dis-

appeared. Every effort was made by

the Lillie to reach the spot where she

went down, and life preservers and

everything movable was got in readi-

ness for use. As the steamer ap-

proached the spot the heads of the

crew could be seen, swimming, and

from the number of objects seen in the

water it was hoped that we were in

place, only four men were found swim-

ming toward our boat. Life preser-

mind us; go on and save the rest;' but

there were no more to save. Nothing

was left floating where the Primrose

went down but a few hats and caps

and some of the clothing of the gal-

"As the Lillie approached the men

in the water Judge King called atten-

tion to the necessity of launching the

boat, but as it was stowed on the up-

per deck some little time was lost in

getting it over the side, when it was

quickly manned and a careful search

steamer, and he was apparently float-

ing just under the surface. A life pre-

server was thrown close to him, but

"From a perfect calm to the height

set and flapping in the light airs, to

the scene which followed, when the

storm was sweeping over the water and

the boats were either partially dis-

abled, with masts gone and sails torn

to ribbons, or making every effort to

"It had been the remark of all on

board not many minutes before the

disaster how uncertain the chances

were in yacht racing, as here the

ling buoy some seven or eight minutes

was now behind all of the fleet with

"It would not appear that any

special blame could attach to those

who were sailing the Primrose, as

when the squall struck her all the

sheets had been cast loose and she was

simply buried beneath the force of the

"The last seen of poor Hutton he

"Every effort appears to have been

made on the part of the Lillie and the

was still grasping the tiller, submerged

very little prospect of regaining her

"In addition to the four men saved

lant crew that met their fate.

"One brave fellow called out, 'never

"Unfortunately, on reaching

vers were at once thrown to them.

time to save most of the crew.

"A moment later, however, it was

been struck by the same squall.

seemed first to strike the Maple

for which they were heading.

of the squall upon the yachts.

with all the sails attached.

pear to reach out to the yachts.

"At this time the Primrose

hauled and passed the leaders about

opposite Mahogany Island.

and gave the yachts a fine run to the

turning buoy showed signs, after the

Post Office Inspector King, who was

last evening the following

sprang up, Mr. Hutton gave orders to have all the light sail taken in, but To Watery Graves Off the order was never obeyed. This was not because of the failure of her crew to respond promptly, but because the boat was under water before anything could be done. Every man looked out for himself. Thos. Miles was down in the cock pit and just as the boat sank Howard Holder pulled him

Nothing but the topmast could be son to congratulate himself now. seen and for this Jas. McKeever and Bartlett struck out. It disappeared and the two men had to look out for on the judges' boat, gave a "Sun" re-

McKeever never saw Bartlett again. Hutton when last seen by the survivors had hold of the tiller, As he was a poor swimmer it is supposed he went right down. Akerly could not swim and probably sank at once.

Those on the Lillie fully expected to see the Maple Leaf capsize, but when last yacht had passed, of coming in it was seen that she had come out of from the southward. the squall all right their attention was given to the other boats. If ever a ing yachts, the Primrose and Sunol, lot of people were excited, it was those on the Lillie. One saw the Sunol go under. Another knew the Clytie was gone and others expressed fears for the

SAFETY OF THE GRACIE M. It was felt by those who knew the boats, however, that the Primrose was the most unsafe boat of the lot. In fact, when the storm came on, one man said he was afraid she would never weather it, carrying the sail that she had on. A yacht was missed by the Lillie's passengers. "It's the Primrose," cried Geo. Holder, and away in the direction of the place where she was last seen steamed the Lillie. It was not an easy thing to locate her position exactly and the steamer came very near passing the place where her

crew were battling for their lives. The deck hand was the first to see one of the men. He was swimming along towards the tug, and when the crowd called out to him he said, "Never mind me; I'm all right; go on and pick the others up." A life buoy was thrown to him. The man was Howard Holder. The other survivors, Heans, McKeever and Miles, called out that they required no assistance. Their great anxiety seemed to be for the people they had left behind them fighting for their lives.

LIFE BUOYS WERE THROWN out to these men, but they hardly required them, being good swimmers. Two men disappeared from sight as the tug neared them, ready to provide them with the means to keep themselves above water till a boat could be launched to pick them up. One man (he was taken to be Hurley) sank almost under the bow of the tug, when a buoy was almost within his reach. Fred Heans, although a good swimmer, kept himself up by the use of a and her mainsail split and sent flying bucket. It floated out from the Prim- in the wind, while the yacht scudded rose, and as soon as he saw it he before the squall past the Thumb Cap. struck out for it. Emptying the bucket, he thrust it down into the water, and the air in it kept him affoat. When to shorten sail, and as she had not he was picked up he was swimming been moving through the water she on his back, with the bucket under it. | was at once struck down by the terri-JAMES HURLEY, about 52 years of He says he could have kept another fic squall, and seemed as if she had man above water with him with the upset. The head of the Lillie was bucket as an assistant.

When Heans started in the direction of the bucket, he felt a man catch hold of his foot, but who it was he does not know.

When the Lillie found she could rescue no one else, she returned to the four men whom she had supplied with life buoys. Holder was pulled in over the side of the steamer. The other three were picked up by Geo. Holder and some of the crew of the Lillie, who were in the boat launched from

Priest's coat was picked up and Hurley's hat. That is all that was saved except the four survivors.

THE LILLIE was about a quarter of a mile from the Primrose when she sank, and the rescued men were picked up in less

than half an hour. Of course, they could have been landed sooner, but once they were furnished with life buoys the tug went on after any others that might be waiting to be picked up. The Primrose's survivors having been picked up, the Lillie steamed off to assist any of the other yachts which might need assistance. She towed the Sunol in. The other boats sailed in.

the owner and sailer of the Maple Leaf, when seen by a Sun reporter last | made of anything appearing in sight. night, said the loss of his topmast was due to the fact that the down haul of only one other was seen from the the balloon jib broke while it was being taken off. It flew up to the topmast head. The sheets were let go, and it went into the water and filled if not already dead he was unconwith water. The weight of the same scious and unable to avail himself of carried away the topmast. Mr. Ross this assistance. When the boat says he had a man to attend to every reached the spot he had gone down. sheet, and that he could not have been and it was not known which of the capsized. It is just a question, how- crew he was. ever, if the Maple Leaf would not have been upturned but for the loss of her of the squall, and from the becalmed topmast, which relieved her of the condition of the yachts, with every sail

pressure of a lot of sail. The survivors were pretty well played out when they reached the Lillie. They were well looked after, being given a good warm place in the galley. Howard Holder, accompanied by Geo. E. Holder, went to the residence of Mr. save themselves from the disaster Hutton and broke the news to his wife. which had befallen others of the fleet, She took it very hard, and could hardly was a sudden and terrible transition.

be comforted. James McKeever, who was saved, says he had no fear of his life. He spent 35 minutes battling with the waves of the Bay of Fundy in the Primrose, which had turned the whistmonth of January some 18 years ago, and felt satisfied that he could reach ahead of the Maple Leaf and Clytic. Mahogany Island yesterday. Howard Holder, one of the saved, is

the owner of the yacht Jubilee, and position. Akerley and Heathfield belonged to her crew. It was the topsails and jibs which

caused THE ACCIDENT TO THE PRIMROSE Some of her canvass was not wet till blast while she lay hopelessly becalmshe went down. She was simply ed. thrown on her beam ends by the squall. She filled and sank, never righting. The survivors say all hands were to his waist in water, endeavoring to engaged taking in canvass when the bring his good yacht round, but in

vain. The Clytic escaped by lowering her jib and mainsail. That was all the sail she was carrying. Thos. Miles says that but for Holder pulling him out of the cockpit he

would never have been saved.

boats in the vicinity to render assistance, but when once the men were cast into the angry waters, the scud of the sea driven into their faces by James Hurley was at one time presi- the blasts of the squall, and the rain dent of the Ship Laborers'union. He and hail beating upon them, rendered

The twelve men were left struggling and his widow and family have the brave swimmers that were left to make and Hutton, No. 2. The race came off any headway or to keep themselves on the tenth of September and the from being smothered by the storm.

better handled, escaped the disaster that befel the Primrose would seem to Geo. Friel, son of John Friel, the indicate that if anything the model of Springfield, Mass., where they pulled cartman, was also said to have lost the Primrose may have been in fault. the old boat away from all compethis life in the accident, but, fortu-It may be remembered that at the itors, including the Biglins of New start of one of the races in the harbor York, two O'Leary crews of the same Robert O'Brien, son of Robert O'last year the Primrose was caught in state, two Boston crews and a Wor-Brien, the blockmaker, was asked and coaxed to go out in the Primrose, but a flaw of wind off the Sand Point cester crew. The course on that occawharf and was knocked almost flat, his father objected, and he stayed at taking in so much water as to almost \$300. home. Young O'Brien has every readisable her at the time. I do not think With Fulton as stroke, Price in the similar circumstances.

boom went down into the water, sub-

quickly carried her down. again the memories of all those pleasant days when the "Paris crew" was winning its laurels on the Siene, the Connecticut, the Kennebeccasis! I terest of boating men on both sides of saw much of him at Rothsay when the the water. men used to train there and always felt how well he could be trusted for his loyalty, pluck and endurance. He whose seat was occupied by James makes the first break in the famous four that for so many years placed the oarsmen of New Brunswick in the foremost rank. Brave, self-reliant, and never flinching at his post, he has ended life as he lived it! Could he have wished to end it worthier? Would we who knew him, wish it dif-

SAMUEL HUTTON,

ferent ?"

who was a native of Ireland, was born July 10th, 1845, and as stated before was brought out to this country when about three years of age. He early acquired a taste for the water and in his calling, that of fisherman and boat builder, which he pursued from his youth up, until 1881, when he was appointed one of the boatmen of the department of customs at St. John, he was distinguished for his energy and fair dealing. His prowess with the oar was exhibited through a long series of years, but more recently his leisure hours were given up to yachting, a sport into which he entered with the utmost zeal. Mr. Hutton, who stood five feet nine inches in height and in his rowing days took his seat in the shell weighing from 155 to 160 pounds, was a well-proportioned man, with prominent cheek bones and a pleasing countenance His natural disposition was amiable and his address free and pleasant. He numbered his frinds by hundreds and was a favorite whereever known. Mr. Hutton married a daughter of Samuel Belyea, of Carleton, to whose sorrow over the loss of her mother but a week ago is now added that greater burden which comes from the sudden taking off of a kind Primrose before Hutton had been able and loving husband. He leaves no

> HIS RECORD AS AN OARSMAN. "Paris crew" whose fame was world- race against the Toronto crew. wide and who made New Brunswick's name a household word in aquatic

circles everywhere. He was a native of Coleraine, Ireland, and came out to St. John in 1847, when but three years of age. He began his career as an oarsman in his 18th year by rowing in the Alert, of Carleton, the crew being William Brittain, stroke, Samuel Brittain, bow, William Perkins, No. 2, and Hutton, No. 3,. The course was from Reid's point down the harbor, round Partridge Island, and return. The other boat was manned by a Careton crew, the stroke car of which was John Hayes. The stakes, which it may be remarked, were only 25 cents an oar, were won by Hutton and his friends. On the Queen's birthday the following year, Hutton rowed the same oar in the Alert, with Joseph Coram, stroke, Frank Nice, bow, and Samuel Brittain, against the Green Boat with a Carleton crew. The course was the same as before and the water was so rough as to half fill the boats, but the Alert got the best of it and crossed the line half a minute ahead of her opponent. Hutton next rowed as No. 3 in the Harding in 1865, with William Brittain as stroke, S. Brittain, bow, and R. McLaren, No. 2, against the Thetis, of Indiantown, that being the first contest in which these famous boats opposed each other. The Lily of the Lake with a mixed crew was in the same race, the course being that of Sand Cove and the prize \$100. The Thetis won the race by fifteen seconds, the Harding getting in second,. Hutton, Fulton, McLaren, and Brittain next rowed in the Harding, with Fulton as stroke, against the Mc-Lellan, Thetis and Aphrodite, in September, 1865, on the occasion of a great Masonic picnic, the Thetis winnig by three seconds, over the Harding, the hrodite fourth.

McLellan getting in third and the Ap-The stubbornness of the contest between the Harding and the Thetis in the last race led to a match later in the month. The crew of the Harding changed somewhat on this occasion McLaren taking the bow oar in place of Brittain, and Elijah Ross taking the seat vacated by McLaren. The course was a five mile one at Sand Cove and the Harding won the match with 40 seconds to spare. The Harding with the same crew was next matched against the Thetis for \$250 a side, the crew of the latter boat being Dominick Davis, stroke, Matthias Hamm. bow, James Kirk, No .2, and James Goreham, No. 3. The course was a six mile one and the race was well contested, but the Indiantown men were a little too much for their Carleton opponents and won by about a

length In 1866 Hutton rowed as No. 2 with Fulton, Wm. Price and Ross in a regatta at Sand Cove against the Nentune, over which they won an easy victory. A few weeks later, with McLaren substituted for Price, the Harding over the same course defeated the Bee's Wing, rowed by a Green Head crew. In the month of September of the same year-1866-a \$500 match was made for the Harding crew against their old Indiantown opponents in the Thetis for a race, the six mile course on the Kennebeccasis being chosen as the scene of the event: The Harding's crew were: Fulton, stroke; in helping him across it.

was respected by all who knew him, it almost impossible for even the few McLaren, bow; George Price, No. 3 "The fact that the other yachts, no course in 38 minutes and 50 seconds. Hutton, with his last named associates, next went with the Harding to sion was three miles and the prize

> that either of the other yachts would bow and Ross No. 3 Hutton next went have behaved the same way under with the Harding to the great Seine regatta at Paris in 1867. They first "It appears that when the squall rowed in an inrigged or barge race struck her she went over and her main over a course four and a half miles long. The crews engaged against them merging part of the sail and causing included the Geslings of France and it to hold the wind. She could not, representative crews of England and therefore, right herself, and the nine Germany. On the same day they rowed hundred odd pounds of iron in her keel the Harding against a picked crew of Oxford university, a fine four from the "Poor Hutton," said Inspector King, London rowing club and several other in conclusion, "how fresh come back crews, English, French and German. They were victorious, and henceforth no amateur crew existing enjoyed a larger share of the admiration and in-

In the following October the same crew, with the exception of Ross, Price, rowed at the St. John exhibition regatta over a four mile course on the Kennebeccasis against the M. D. Austin, C. Coyle and Unexpected. This was a very close race, the Austin arriving outside the judge's boat about even with the Harding, which was steered more correctly, but the race was given to the latter, although the Austin's crew claimed that they were fouled by the Harding and their rudder gear thereby damaged.

Hutton and his associates next compeated successfully with a Reed's Point crew in the Three Lamps, over a 5 mile course on the Bay Shore, and in the summer following the Exhibition race on the Kennebeccasis a match was put up with the Austin crew, which consisted of R. McCormack, stroke; R. McLaren, bow; James Mc-Laren, No. 2, and John Morris, No. 3. The race came off in the harbor, and the Harding was victorious again. The Ward Brothers of the United States having about this time pro-

claimed themselves champion oarsmen of the world, drew the attention of the St. John four, and with their friends resolved to dispute with them their claim to the title. A match was made for \$1,500 over a six mile course at Springfield, Mass., and the race, which came off on the 21st October 1868, resulted in a most signal defeat for the Wards. On their return to St. John, Hutton and his associates were feted and presented with life freedoms of the city by the Council, and citizens made up a purse for them.

In 1869, Hutton and the rest of the Paris crew made a starring tour through the upper provinces, rowing against Montreal and Toronto crews for a prize of \$200 over a three mile course at Lachine, going next to Toronto and winning \$200 more from the Toronto crew on a five mile course, and next at Niagara, where an addi-Samuel Hutton was one of the great tional \$200 was bagged in a five mile

The Lachine Boating Club next solicited the St. John crew to participate in a match against the Tyne crew at Lachine, in September, 1868. The affair took place on September 15th, and the Tynesides won, owing to having provided their boat for an emergency (rough water), while the St. John boat was without sideboards and sponges. In 1869, Hutton, Fulton and Price rowed a single scull match for \$50 a | neat and pleasing speech. About 40 guests side on St. John harbor, in which Hut- sat down to a sumptuous repast, which was ton was victorious. This is the only event of the kind on record in which Hutton took part, and in that particular he may be said to have left a record without a reverse.

On August 23rd, 1871, the second meeting of the Paris and Renforth crews took place, this time on the-Kennebeccasis, for £500 a side and the championship. That contest of giants. in which Renforth dropped dead, was for blood from the start. Fulton struck a 44 clip at the start and Renforth opened with 42 strokes. At the end of 200 yards Renforth spurted, but St. John had begun to draw ahead inch by inch. A quarter of a mile up the course St. John was half a length ahead. At half a mile clear water showed between the stern of the St. John boat and the Britisher's bow. Fulton was sweeping off at 41 strokes to the minute and Price was steering a course as straight as an arrow. The other boat was keeping in towards the shore, when Renforth spurted desperately, as if to close the widening gap. It was of no avail, however, for Hutton and his comrades were on their mettle. The gap was still growing larger when Renforth, turning his head towards their boat, dropped his oar, threw up an arm, and would have fallen overboard had he not been caught by Kelly, who supported him while Percy and Chambers rowed the Queen Victoria ashore. Within two hours from the time he had left his headquarters, full of health and enirits. England's greatest oarsman passed quietly to rest, without a struggle and without a pain, in the arms of one of the most skilful competitors he ever had, Harry Kelley. The body of the brave Tynesider, thus prematurely cut off at the age of nine-and-twenty, "with all his blushing honors thick upon him." was carried across the sea to his birthplace and interred in the old graveyard where reposed the dust of his father

When she was a Child, she cried for Castoria. When she became Miss, she clung to Castoria. When she had Children, she gave them Castoris

"Alas!" sighed the sack coat, as it looked up humbly to the silk hat towering above it on the street. "I fear I was not cut out for a gentleman."

If a bull may be permitted, there are many beautiful things in life that we never see until they are out of sight. Some philanthropists take more pride in lifting a man from the gutter than

Have seldom a call for any other powder or liniment than Manchester's. JOHN TITUS, Bloomfield, K. C.

I cured a valuable trotting horse of stiff lameness by use of Manchester's W. CAMPBELL, L'niment.

I keep several draught horses for trucking purposes; would as soon be without oats in barn as without Manchester's Powder and Liniment S. PUDDINGTON, St. John.

Manchester's remedies are the best horse medicine I ever used; would not be without them. JOHN SMITH. Livery Stable, Sussex, N. B

I would recommend Manchester's Powders and Liniment to any one having a horse out of condition, sick or lame; have used them myself with best possible results

J. ALLEN TABOR. Livery Stable, St. John.

ALBERT COUNTY

Hopewell Hill, Aug. 21.-Rev. W. E. ohnson has returned from a trip in the Annapolis valley and vicinity.

The bark Two Brothers has arrived. She will load deals at the Cape. The schooner Seattle is loading kiln wood at the Bank for Rockland, Me. The Waterlily arrived in the river on Saturday, and will lighter deals to the ships at the Island. The Susie Prescott arrived from St. John on Sunday. She will carry boards, etc., for the Ameri-

can market. The continued drouth has dried up so many of the springs and wells hereabouts that farmers and others are put to great inconvenience. The crops, too, are suffering for rain. Oats are light and will not be nearly an average crop. Potatoes, it is feared, will be largely a failure throughout this section. The pastures are very poor on account of the continued absence of rain and the aftergrass which generally makes excellent pasture, has scarcely started, so that there is a great falling off in milk at the dairies. The supply of milk at the cheese factory has decreased from 4,400 to 1,500 during the last few weeks.

English having is pretty well through, the yield being above the average. Oats and barley will be fit for cutting this week. A young horse belonging to Charles O'Regan at the Hill fell into a well one day last week, but as the well was rather too tight a fit for the animal to go to the bottom he was hoisted from his perilous position in safety, receiving only a few cuts for his

hasty plunge. A large number of friends from this and adjoining villages assembled last evening at the residence of Luther Archibald at the Hill in honor of the 83rd birthday of Mrs. Eleanor Rogers, Mrs. Archibald's mother. Mrs. Rogers, though for several years an octogenarian, possesses all the health and insion thoroughly enjoyed the festivities of the evening, greatly appreciating the presence of her children, grandchildren and great grandchildren assembled to do her Of her three daughters living, two, Mrs. L. R. Moore and Mrs. L. Archibald, were present, the absent one being Mrs. Wesley Peck, of New Westminster, B. C. During the evening Mrs. Rogers was made the recipient of a handsome arm chair and a lace head dress, the presentation being made by Jos. H. Dickson, barrister, in a served at 10 p.m. Among the friends of her youth, whose company Mrs. Rogers greatly enjoyed, there were present: Mrs Brewster, 80 years of age; Mrs Isaiah Bacon, 78; Mrs James Wright, 76; and Chas H Moore, 76. Mrs Rogers, who was born in 1811, came to what is now Harvey 69 years ago, living with her uncle, Mr Turnbull. who was one of the earliest settlers of Shepody. She is a sister of James Dodge, merchant of Boston. Endowed with un sual intelligence and an excellent memory, Mrs Rogers is a most entertaining companion, and possesses a wonderful fund of information and facts concerning Shepody

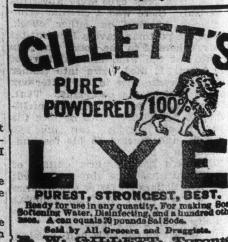
in the olden times. Mrs E M Wilband, of Riverside, enterained a number of the young folk at her residence on Monday eveni Hopewell Cape, Aug 2-The new dress of The Sun was much admired by its many patrons and friends here today. Schooner Waterside sailed today with oiling for Boston. -Schooner Glad Tidings.

rom St John, landed freight here today and sailed for Hillsboro with balance of cargo, where she will again load deals tor the Albert Manufacturing Co for St John.-The John Stroup camè down from Moncton yesterday. She is loaded with pulp wood for the Sumner Co, and will sail for Harbor de Grace tonight. The Stroup eclipsed the whole Bay of Fundy fleet on her last voyage, making the run from this port to Bos ton and return in fifteen days.
Upper Coverdale, Aug 17—The grist and

le mill owned by Alfred Steeves was burned last night. There was no insurance. This is the fourth mill which Mr Steeves has had burnt, but one of which was insured. This will be quite a loss to the people around here as well as to Mr. Steeves, as they will now have to go with grist to Victoria mills, a distance of twelve miles. Mr. Steeves also lost one of his team horses the other day,

The eyeball is white because the blood vessels that feed its substance are so small that they do not admit the red ccrpuscles.

The girl who is a dutiful daughter and a good sister, shines just as brightly at home as in company.



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