

EIGHT GO DOWN

To Watery Graves Off 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 Famous 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 maker.

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 widowed mother.

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

JAMES HURLEY, about 52 years of 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 clothier.

HARRY HOYT, aged 19, whose parents 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, Clitie, 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 Clitie 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 referee, 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 ladies and gentlemen, was close in to Mahogany island. The yachts had to go outside 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 maneuvers of the yachts in the absence of wind. But the storm could be seen approaching and the wonder of everyone on the Lillie was that the boats did not prepare for it. First there was

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.

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 that which the Primrose suffered. The Grace 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 might have occurred to her. The Clitie was as fortunate as the Grace M.

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

SANK BOW FIRST.

The twelve men were left struggling in the water. Just as the breeze sprang up, Mr. Hutton gave orders to have all the light sail taken in, but the order was never obeyed. This was not because of the failure of the 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 cockpit and just as the boat sank Howard Holder pulled him out.

Nothing but the topmast could be seen and for this Jas. McKeever and Bartlett struck out. It disappeared and the two men had to look out for themselves.

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. Akerley could not swim and probably sank at once.

Those on the Lillie fully expected to see the Primrose capsize, but when it was seen that she had come out of the squall all right their attention was given to the other boats. If ever a lot of people were excited, it was those on the Lillie. One saw the Sunol go under. Another knew the Clitie was gone and others expressed fears for the SAFETY OF THE GRACE 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 as 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 he saw the tug he called out, "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 was taken by the tug's crew 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 bucket. It floated out from the Primrose, and as soon as he saw it he struck out for it. Emptying the bucket, he thrust it down into the water, and the air in it kept him afloat. When he was picked up he was swimming on his back, with the bucket under it. He says he could have kept another man above water with him with the bucket as an assist.

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 the tug, and some of the crew of the Lillie, who were in the boat, launched from the tug.

Priest's boat 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 they were not picked up until the tug was waiting to 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 who might need assistance. She towed the Sunol in. The other boats sailed in.

ELIJAH ROSS, the owner and sailor of the Maple Leaf, who was seen by a Sun reporter last night, said the loss of his topmast was due to the fact that the down haul of the balloon jib broke while it was being taken off. It flew up to the topmast and the sheets were let go, and it went into the water and filled with water. The weight of the same carried away the topmast. Mr. Ross says he had a man to attend to every sheet, and that he could not have been capsized. It is just a question, however, if the Maple Leaf would not have been overturned but for the loss of her topmast, which relieved her of the 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. Hutton and broke the news to his wife. She took it very hard, and could hardly be comforted.

James McKeever, who was saved, says he had no fear of his life. He spent 25 minutes battling with the waves of the Bay of Fundy in the month of January some 18 years ago, and felt as satisfied that he could reach Mahogany island yesterday.

Howard Holder, one of the saved, is the owner of the yacht Jubilee, and Akerley and Heathfield belonged to her crew.

It was the topmasts and jibs which caused the accident to the Primrose. Some of her canvass was not wet till she went down. She was simply thrown on her beam ends by the squall. She filled and sank, never righting.

The survivors say all hands were engaged taking in canvass when the Primrose went down.

The Clitie 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. He says James Hurley was at one time president of the Ship Laborers' union. He

was respected by all who knew him, and his widow and family have the sympathy of all.

Robt. Lawson was reported to have been lost in the Primrose. He didn't go out in her at all.

Geo. Friel, son of John Friel, the carman, was also said to have lost his life in the accident, but, fortunately, he did not join her crew.

Robert O'Brien, son of Robert O'Brien, the blockmaker, was asked and coaxed to go out in the Primrose, but his father objected, and he stayed at home. Young O'Brien has every reason to congratulate himself now.

FROM THE JUDGES' BOAT.

Post Office Inspector King, who was on the judges' boat, gave a "Sun" reporter last evening the following graphic account of the disaster as seen from the Lillie.

"The wind that had been northwest and gave the yachts a fine run to the turning buoy showed signs, after the squall had passed, of coming in from the southward.

"It was soon observed that the leading yachts, the Primrose and Sunol, were about becalmed, while the Maple Leaf, Clitie and Grace M. caught the southerly breeze and rapidly overhauled and passed the leaders about opposite Mahogany island.

"Here the tug Lillie steamed ahead and took up a position near the western 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 Lillie, but it did not appear to reach out to the yachts.

"At this time the Primrose was astern of all the rest of the fleet, broad off Mahogany island, the Sunol slightly leading her, the boats heads pointing first one way and then another in order to catch any passing breeze. The other yachts were perhaps a quarter of a mile ahead, and well up to the westward end of the island, for which they were heading.

"Suddenly a very dark cloud showed overhead and heavy drops of rain and hail began to fall, driving the Lillie and the boats below, but most of the others stood watching to see the effect of the squall upon the yachts.

"It seemed just to strike the Maple Leaf and the Grace M., and the latter was making ready for the worst. An instant later the heavy squall struck the upper canvass of the Maple Leaf with great force, and the boat was thrown on her beam ends, with all the sails attached.

"The other two yachts (Grace M. and Clitie) at once luffed up into the wind and met the squall without disaster.

"All eyes were now turned upon the Sunol and Primrose, which had just been struck by the same squall. The Sunol was thrown on her beam ends, and the Primrose was seen to be in a position to be struck by the same squall.

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it almost impossible for even the few brave swimmers that were left to make any headway or to keep themselves from being smothered by the storm.

"The fact that the other yachts, no better handled, escaped the disaster that befel the Primrose would seem to indicate that if anything the model of the Primrose may have been in fault. It may be remembered that at the start of one of the races in the harbor last year the Primrose was caught in a flaw of wind off the Sand Point wharf and was knocked almost out of the water. I do not think that either of the other yachts would have behaved the same way under similar circumstances.

"It appears that when the squall struck her she went over and her main boom went down into the water, submerging part of the sail and causing it to hold the water. She could not, therefore, right herself, and the nine hundred odd pounds of iron in her keel quickly carried her down.

"Poor Hutton," said Inspector King, "too much to blame. He was back again the memories of all those pleasant days when the 'Paris crew' was winning its laurels on the Seine, the Connecticut, the Kennebecasis! I saw much of him when the men used to train there and always felt how well he could be trusted for his loyalty, pluck and endurance. He makes the first break in the famous four that for so many years placed the oarsmen of 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, and it worthier? Would we who knew him, wish it different?"

SAMUEL HUTTON.

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 the study of the art of the fisherman.

Mr. Hutton, who stood five feet nine inches in height and in his rowing days took his seat in the shell weighing 165 and 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 was a favorite wherever he was 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 and loving husband. He leaves no issue.

HIS RECORD AS AN OARSMAN.

Samuel Hutton was one of the great "Paris crew" whose fame was world-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, 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 the ridge island, and back to Reid's point.

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McLaren, bow; George Price, No. 3 and Hutton, No. 2. The race came off on the tenth of September, and the leading won with ease, doing the course in 38 minutes and 50 seconds.

Hutton, with his last named associates, next went with the Harding to Springfield, Mass., where they pulled the old boat away from all competitors, including the Biglins of New York, two O'Leary crews of the same state, two Boston crews and a Worcester crew. The course on that occasion was three miles and the prize \$300.

With Fulton as stroke, Price in the bow and Ross No. 3 Hutton next went with the Harding to the St. John regatta at Paris in 1887. They first rowed in an inrigged or barge race over a course four and a half miles long. The crews engaged against them included the Gesangs of France and representative crews of England and Germany. On the same day they rowed the Harding against a picked crew of Oxford university, a fine four from the London rowing club and several other crews, English, French and German. They were victorious, and henceforth no amateur crew existing enjoyed a larger share of the admiration and interest of boating men on both sides of the water.

In the following October the same crew, with the exception of Ross, whose seat was occupied by James Price, rowed at the St. John exhibition regatta over a four mile course on the Kennebecasis against the M. D. Austin, C. Coyle and Unexpect. 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 crew claimed that they were fouled by the Harding and their rudder gear thereby damaged.

Hutton and his associates next competed 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 Kennebecasis a match was put up with the Austin crew, which consisted of R. McCormack, stroke; E. McLaren, bow; James McLaren, No. 2, and John Morris, No. 3. The race came off in the harbor, and the Harding was victorious again.