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FAMOUS OARSMEN OF ST. JOHN



RENFORTH'S COLLAPSE



THE PARIS CREW



THE TYNE CREW

St. John was for a long time known as a great centre for acquatic sport. Some of the best oarsmen who "ever sat in a boat" have gone forth from this city by the sea and have brought back laurels won in many an important regatta or matched race against the best the world could produce. These laurels have been fairly earned, bravely worn and seldom lost. In the days gone by the fame of the Paris crew, the Indiantown crew, the McLarens and others was world-wide, and it is doubtful if three such crews could be mustered in any other city of equal population.

Of these the fame of the celebrated wearers of the pink—the Paris crew—eclipsed all others. They won world's honors in open competition, defended them against all comers, barred no class, creed or color, and after a victorious career of years retired practically unbeaten, and leaving a record behind them that has never since been equalled, much less surpassed.

Recruited from the ranks of West End fishermen, they speedily became a famous organization and it is noteworthy that the only crew which defeated them under anything like equal conditions was another St. John crew—that hailing from Indiantown.

The Paris crew reigned from 1866 to 1876, when they retired. Contemporary with them were the Tyne crew of England and the Ward Brothers of the United States, and several St. John crews of slightly smaller calibre than the world beaters. At a later date came the Belyea crew, the McLeod-Sullivan crew and various other crews.

St. John has also contributed largely to the ranks of oarsmen who were famous in the single scull.

Among these were Alex. Brayley and Wallace Ross, who were among the world beaters, and at a later date Harry Vail, Edward Ross, Richard Nagle, Hugh McCormick and others.

The exploits of the Paris crew, however, stand out yet above all others, and it is for this reason that most of this article is given to the doings of that crew and their most noted opponents, together with accounts of their principal races.

For information contained herein the Times is indebted to Mrs. G. S. Williams, of West End; Mr. Elijah Ross, Mr. George Price, Dr. Thomas Walker, S. T. Golding, Robert Selfridge and others.

Of the famous Paris crew two, Messrs. Robert Fulton and Samuel Hutton are dead, while Elijah Ross and George Price are still alive and in St. John.

HOW THE PARIS CREW WAS FIRST FORMED

Elijah Ross Tells the Story to the Times --- Out of Four Boats Into One.

How the Paris crew came into being is an interesting story. The members of the crew came from four boats and had already quite a record as successful oarsmen when the Paris crew was formed.

Elijah Ross, a Paris crew veteran, has supplied the Times with the following story dealing with the formation of the crew and the career of its members previous to their organization into one body:

"Samuel Hutton rowed in a boy's crew, known as the Brittain crew, in 1859, composed of William Brittain, William Perkins, Samuel Hutton and Samuel Brittain. They were successful in several races in that year and in 1860.

"In 1861, on May 24th, Elijah Ross, Robert Cox, Gilbert Cox and Wesley Baker rowed the above crew a match race. The course was from Reid's Point, a round Partridge Island and return. Something happened to Robert Cox and Hutton's crew won after leading for two-thirds of the distance.

"In 1862, Robert McLaren, George Nice, Edward Woodward and Elijah Ross rowed at Father Dunphy's picnic at Bay Shore against a crew composed of Robert Fulton, Edward McAuley, Robert McAuley, and Fred Mailman and the Indiantown crew. Indiantown was the winner, the Ross crew second and Fulton's crew third.

"In 1863 Samuel Hutton and Elijah Ross purchased the lap streak boat J.A.Harding from Chris. Coyle. She was rowed the same year by the two Brittains, Samuel Hutton and Robert McLaren. Elijah Ross did not row in deference to his father's wishes. In the race with Indiantown that same year Indiantown won.

"In 1864, William Brittain went out of the crew and Robert Futon took his place. They were to race at the Masonic picnic at Bay Shore against the Indantown crew and the Sand Point crew. George Price was the stroke of the Sand Point crew. Owing to rough water, the race was postponed, but came off a little later in the harbor. Indian town won, with the J. A. Harding second.

"Three weeks later Elijah Ross went aboard the J. A. Harding in Samuel Brittain's place. The crew met the Indiantown crew in their shell, the Thetus, at Father Dunphy's picnic at Bay Shore and the J. A. Harding won. The same fall they rowed Indiantown a six mile race on the Kennebeccasis and were defeated by three seconds.

"In 1865 they doubled the stakes and rowed Indiantown again on the Kennebeccasis and defeated them.

"In 1866 they raced Indiantown, the Reid's Point crew, the new Neptunes and the Logan crew. The race took place at Father Dunphy's picnic at the Bay Shore and the J. A. Harding won.

"Price took McLaren's place in this race and the crew became Fulton, Ross, Hutton and Price. Thus for the first time the crew came together in one boat.

"The same fall they rowed the M. D. Austin crew on the harbor and defeated them.

"In '67 they rowed at Paris in two races, one forty-five minutes after the other. It was for the world's championship and eight crews were entered in each race. The St. John men won both and became known as the Paris crew.

"In 1868 they rowed the Ward Brothers at Springfield, Mass., for the championship of America and won.

"In 1869 they won at Lachine, Toronto, and Niagara.

"In 1870 they were defeated at Lachine by the Tyne crew.

"In 1871 they rowed the Tyne crew again on the Kennebeccasis for the world's championship and won.

In 1873 they won the international regatta on the Kennebeccasis against four crews, including the Long Shore crew.

They were defeated in Philadelphia in 1876 in a very slow race. This was their last race as a crew.

ELIJAH ROSS.

WHEN THEY WON WORLD'S HONORS

The Great Race at Paris Where the St. John Men Won their Name.

The history of the Paris crew's famous race at Paris in 1867, where they won world's honors at the exhibition regatta on the Seine is best told in Bell's Life. It says:

More surprising than all was the remarkable easy victory of the Canadians over all comers. In heavy boats their victory, looking at their style of rowing, was sufficiently astonishing, but when they afterwards beat the pick, perhaps, of the London Rowing Club and Oxford University, in an equally easy manner in outriggers the excitement knew no bounds, and many and hearty were the congratulations bestowed upon them by crews from all nations. Their in-rigged boat is stated to weigh 170 pounds and their out-rigged one 200 pounds, and having examined both carefully we see no reason to doubt it. They have no stretchers, no buttons on their oars and no coxswain, the bow oar having command of the boat by means of a contrivance which simply gives a slight sheer. They row at first like Hamill, until it is discovered that they are thoroughly good, powerful fellows, and although they only get half forward and not at all back, there is an enormous amount of work to be done in the water. The only regret was that they did not come against our best professionals, but they had purposely refrained from entering for that race, deeming themselves bona fide amateurs. The regatta com-

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WESTERN TOWN ALMOST WIPED OUT BY TORNADO

MANY LIVES LOST, MUCH PROPERTY DESTROYED

MEMPHIS, Tenn., Mar. 3.—A staff special to the Commercial Appeal, from Meridian, Miss., says: A tornado, in the wake of which followed death, fire and property loss in a sum not to be estimated at this hour, descended shortly after six o'clock last night and plowed a path-way from the southern to the eastern suburbs of the city.

At two o'clock this morning, the city was in darkness, and the local guards, by the light of camp fires, were patrolling an area of debris and wreckage that extends in a slender path from the Meridian Fertilizer Company, on the south, to the Meridian Cotton Mills, in what is known as Georgetown, an eastern suburb of the city. The known dead are:

Patrick McGinnis, local freight conductor, Mobile and Ohio, killed in Elmire's restaurant.

Mrs. S. R. Singleton and little granddaughter, killed in home by falling roof.

John Smith, of Selma, engineer on Southern, killed in Elmire's restaurant.

Wm. R. Nelson, ex-chief of police, killed in Thornton's transfer stable.

Polic Officer Tarry, killed in Thornton's transfer stable.

Claude Williams, killed in the Meyer-Neville Hardware Company's.

Five unknown negroes and whites killed in Georgetown cotton mills suburb.

Six unknown killed in the fertilizer factory suburb. About 6.10 p. m., the clouds began to gather. They came hurriedly and hovered close and black over the city. At 6.27 the storm broke. It was of four minutes' duration.

During this time the reign of terror was over everyone.

The air was filled with missiles. A rain fell steadily for half an hour following the tornado, aiding in the suppression of the innumerable fires that were springing up.

The residence portion of the city was safe from harm.

Meridian had always considered itself tornado proof. Mount Barton and the Sand Mountain Hills, were accepted as a bulwark against such a disaster. The Sowashee Valley was crossed by the storm, and this was most unexpected.

F. H. Woodruff, bookkeeper for the Meyer-Neville Hardware Company, had the most harrowing experience of those left to tell the story. He was pinioned under the debris of this five story structure. His foot was caught, but his body was peculiarly protected from injury. Men were engaged in an effort to relieve him, and with saw and hammer he was aiding as best he could. The fire department has recovered the bodies of several negroes taken from the ruins of small tenements which were in the wake of the wind and fire.

It is safe to estimate the property loss at a round million. The largest single loss will probably fall on the Meyer-Neville Hardwarde Co. Its building is a brick heap.

The Meridian Fertilizer Co.'s loss is almost total. It was this building that the storm first struck. In a northerly direction the wind wound its way, tearing a path through a negro settlement. Little is known of the loss of life there. The property loss will not be great.

The power station was visited, and while the tall chimney escaped the fury of the wind, yet other parts of the plant are so demolished that it may be ten days before it is possible to re-establish its lighting facilities. North of the power house the storm overturned a few box cars and crossed the tracks of the Alabama and Vicksburg Railroad. There is a cluster of depots in this city, and two operators in these were injured. The buildings were damaged but no lives were lost.

The Thomas Lyle Grocery Company building was crushed to a heap of splinters and fire followed its fall. The fire department performed admirable work there. The Rebuck Lumber Company, one of the largest in east Mississippi, had its yards swept away.

Will Ethridge, a young man, was carried one hundred yards through the air and set down on his feet unhurt.

At this hour details are meagre, and the city is in total darkness. Not until daylight can conditions be properly discovered and a complete story of the disaster be told.

LATER.

MERIDIAN, Miss., March 3—Thirteen bodies have been recovered from the wreckage of buildings caused by last night's storm and the search goes on. The property loss by storm and fire will be in the neighborhood of one million dollars.

MOONEY'S HAVE THE CONTRACT

They Will Raze Ruins of Burned Royal Bank Building.

B. Mooney & Sons have been awarded the contract for razing the ruins of the Royal Bank of Canada building on the corner of King and Canterbury streets, and will start work Monday morning. The contract price is not made known, but Messrs. Mooney were the lowest tenderers.

Regarding the erection of a new bank building on the site, T. B. Blair, manager of the Royal Bak, said this morning that as yet he knew nothing definite, but he hoped that before fall the new building would be well under way.

It is not known what style of a building will be erected, but it is thought that it will be a very large one, extending probably four or five storys with office apartments in the upper portions.

CHANGES IN SUN OFFICE

Of changes in the Sun and Star office, Onlooker in the New Freeman says:—"Col. Markham, it is understood, will be the new manager of the Exhibition Association. His sons, Ralph and Fred Markham, will remain in the Sun establishment, but R. M. Boyd, the accountant, G. D. Hunter, the subscription clerk, will retire almost immediately. Mr. Powers will be accountant in place of Mr. Boyd. Miss Jardine and Miss Comben will be retained, the former as advertising clerk and cashier, and the latter as circulating clerk. A Halifax lady, Mrs. Lester, will be the stenographer and counter clerk."

Capt. Robert Wharton of the Gloucester schooner Richard Wainwright, arrived at Liverpool, N. S., Tuesday and reports passed Saturday off Cape Sable the four-masted steel barkentine Reform, from New York to Bridgewater. Wished to be reported.

THE TIMES NEW REPORTER

THIS IS SACRILEGE.

It is all right for newspaper men to go on Arctic explorations and smash records with the prow of a tugboat at Public Landing, but when they engage in a curling match they are going too far. If Jamie Kennedy and Jamie Knox permit the game that is scheduled for this afternoon at the Thistle rink, between skips and skippers from the newspaper offices, they will dim the lustre of the fame they earned lang syne on Lily Lake, and will be open to the most severe censure. There isn't a scribe in the bunch who can curl-whatever. Hoot, mon! The thing must be stopped.

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Mr. Jamesey Jones is convinced that he is on the trail of a dark conspiracy to loot the city council and assassinate the rights of the people. Jamesey has submitted a tender for the construction of a city council that will comply with the specifications to the letter. If he is awarded the contract he will save the city. Jamesey is thoroughly in earnest in this matter, and he is a man to be feared in his wrath. Prospective candidates should get right with Jamesey.

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Mr. Cornfield O'Hoo is spending a few days with his cousin, Miss Birdie McWhat. They were at the opera house together last evening, and went home at the conclusion of the performance.

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There is reason to believe that the legislature will proceed with its business as soon as the members have finished talking. This may be a week hence or a month. There is no time limit, and the temptation is almost as great at Fredericton as at City Hall.

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It is expected that Deputy Mayor Lewis will preside at Monday's meeting of the city council. The members are looking forward to the meeting with pleasurable anticipations.

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HORTICULTURAL ITEM.

The Times new reporter was stopped in the country market this morning and asked to announce in this paper that any stall holder or other denizen of the market was prepared to put up at a moment's notice a better display of cabbage-heads than can be produced at City Hall.

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The taxes are going up. That is to say, they are still going up. They have a balloon attachment. The gas is supplied at City Hall. To bring them down it will be necessary to shut off the gas.

WILL DISCUSS I. C. R.

The regular monthly meeting of the Board of Trade will be held on Tuesday at 4 p. m. There will be a discussion on the Intercolonial Railway. The board will take the stand that as it is the people's road it should be kept for the people and not allowed to pass into the hands of private parties.

A strong resolution will be presented embodying this view.

PROSPECTIVE SENATORS

Onlooker's latest news from Ottawa is, "Costigan is certain to be one of the new senators unless he agrees to the suggestion that he should take something bigger at the close of the present parliamentary term. Other names mentioned in connection with the vacant senatorships are Premier Tweedie, John T. Hawke and four St. John gentlemen, Mr. Lantalum, M. P. P., among the latter:"—New Freeman.

The Y. W. C. T. U. will hold a bean supper in Union Hall, Main street, on Wednesday evening next.

CRYSTAL STREAM SOLD

River Steamer Put Under the Hammer to Satisfy a Mortgage.

At Chubb's corner today the river steamer Crystal Stream was sold at auction to secure a mortgage of $9.187, held by Daniel J. Purdy. A large number of people were present at the sale. The steamer was sold to David H. Nase for $8,000.

Six shares Bank of New Brunswick stock were withdrawn at $275.

At St. Philip's A. M. E. church, tomorrow evening, the pastor, Rev. T. W. Johnson, will preach on: "What is the destiny of the colored race in America."

The government steamer Lady Laurier is to put down gas and whistling buoys off Brazil Rock, near Baccaro and off Blonde Rock, near Seal Island, immediately.