

## ROBERT G. FULTON, DIED TODAY; A VETERAN OF THE PARIS CREW



THE TYNE CREW

This is the Crew which defeated the Paris crew at Lachine. Renforth is seen standing at the extreme left of the picture.



Robert G. Fulton

Robert G. Fulton died this morning at his home in the West End. Mr. Fulton had been ailing all winter, but until a week ago his illness was not sufficiently serious to confine him to the house. He was 61 years of age.

The death of Robert Fulton removes from the scene one of the four men who made St. John famous as the home of aquatic sport and who brought fame to this city from every quarter of the globe. In the old days the Paris crew was a name to conjure with and today stories of their prowess are told and the name is honored wherever men contest for supremacy in the four-oared scull.

Mr. Fulton was a member of the Paris crew from its first organization, and in the crew's most famous race occupied the most responsible position in the boat, that of stroke oar. With a heart like a lion, unlimited "sand" and a physique that any athlete might envy, it was a wise choice that made Bob Fulton stroke.

His death makes the second break in the famed crew. Samuel Hutton, it will be remembered, went down to his death in the yacht *Princess*, which capsized off Mainwaghish Island on August 1, 1894, when eight men were drowned, including Mr. Hutton.

It was then remarked as a peculiar circumstance that Hutton, who won his victories on the water should meet his death there.

The other members of the crew are Elijah Ross, the West End boat builder,



THE FAMOUS PARIS CREW

Reading from left to right the members are Samuel Hutton, Elijah Ross, George Price and Robert Fulton.

and George Price, tide water in the estuary.

Mr. Fulton was born in St. John in October, 1844, but early in his life his parents removed to the West Side, where his boyhood was spent. He was always fond of the water, and when the time came for him to earn his own living he became a fisherman.

The Carleton fishermen in those days were all masters in the art of handling a boat, and in their ranks were many sturdy seamen who, with proper training, could have undoubtedly contested for championship honors against the world with more than an even chance of victory. Among these men, young Fulton's prowess with the car soon became known, and in many an impromptu race he proved that he was a master among masters. It was from these elements that the Paris crew was formed. Sturdy, strong, fishermen, seasoned to exposure, hardened by their calling to endure fatigue and muscular strain and with the most important quality of "sand" a predominant characteristic of each and every one of them, they banded themselves into a four-oared crew and went forth to conquer. And they did. They met the best from every land and while they were sometimes beaten, yet defeat made victory sweeter. At Paris they won the championship of the world and the crew was then at the zenith of its career. Their return from Paris was made the occasion of a great celebration in St. John. There were processions and fetes. The victors were met by a band and were carried through the streets in triumph. It was a great day for St. John.

Then, later, came that other race, which is by many regarded as the greatest race the Paris crew ever participated in, that race on the Kennebecasis on Aug. 23, 1871, when the St. John fishermen met and defeated the best crew England ever sent out when Renforth, the stroke of the Englishmen, died in his boat.

Mr. Fulton was a magnificent specimen of manhood. He was 6 feet 1 inch in

height and his average rowing weight was 168 lbs.

After the Paris crew rowed its last race Mr. Fulton was appointed an officer in the customs service as boatman and tide watter, which position he held until the time of his death. He was a faithful official, and during his long service was very seldom absent from duty, even for a day. He was a prominent member of the West End Methodist church. He is survived by a widow, three sons, Rev. R. G. Fulton, of Hampton, Charles Fulton of the C. P. R., and William Fulton, who resides in the West End. His daughters are Mrs. Charles Brittain of this city, Mrs. Frank Kneelson of Providence, R. I., and Miss Mary Fulton at home. Mrs. W. J. Ervin, of West End, is a sister of the deceased.

The late Mr. Fulton was a prominent mason, and for a long time a member of Carleton Union Lodge, A. F. and A. M. For many years, until recently, he held the office of director of ceremonies of his lodge.

The story of Robert Fulton's life is in a large part a history of the victories of the Paris crew.

The crew won the championship of the world at Paris, July 7th and 8th, 1867, when they defeated all comers in four mile races at the famous international regatta. After their return from Paris in 1867-1868 they defeated the Indian crew in two races on the Kennebecasis.

Their next important race was at Springfield, Mass., Oct. 8, 1868, when they defeated the Ward brothers in a six mile race. This was the first race in which the Paris crew used a racing shell. Previous to this their successes had been achieved in the old-fashioned boat, James A. Harding. For the Springfield race they had an especially constructed skiff built for them by one Elliott, of Long Island. The Paris crew won the Springfield race easily, and made a record for the distance of 39 minutes 23.4 seconds.

Their first reverse came at Lachine, Que., July 1869, when they were fairly

beaten by the Tyne crew of England, also called the Renforth-Taylor Winship crew.

The distance was four miles and the time 29 minutes, 47 seconds. The defeat of the favorites at Lachine was totally unexpected. The Times was informed, this morning by a gentleman who was present at the memorable race 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 enough money to bring them back. They had lacked 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 minutes, 20 seconds is still a world's record. The English crew took the lead at the start, but the long, powerful stroke of the St. John men brought their boat on even terms. Just as they swung past the visitors, Renforth, who then realized that his men were beaten, made

an heroic effort to recover the lead. "Come boys give her another dozen" he is 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 Clairmont House about two hours later.

Renforth, (formerly the Chalet), was 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 1876 when they were beaten by a Halifax crew. They never rowed again.

St. John has never since produced such an organization as the Paris crew. They stood for all that was best in amateur sport and their fame will never tarnish, never die. Mr. Fulton's death will be sincerely regretted by all who knew him. The same characteristics that helped to win the victories of the famous crew he carried into his after life.

## ANDREW DAY'S BODY FOUND IN THE WATER EARLY THIS MORNING

A ghastly sight met the eyes of Frank Logan and Thomas Wilson about eight o'clock this morning as they approached Hayward's upper wharf in a boat, for there, floating almost upright in the water, was the body of Andrew Day, night watchman of the street railway car-sheds, who, according to accounts, had either fallen or jumped over the wharf. Coroner Roberts thinks Day met death by accidental drowning.

For about a year, Day had not been in robust health, and recently was laid up with an injured arm, the result of an accident in the car-sheds. He had been working within the last few days, and was at his post on Tuesday night. He telephoned Foreman Roberts last night that he would remain at home, as he was feeling unwell and complained at the time of a pain in the region of the heart.

Mr. Day's people say that he was rather restless last night and arose early this morning, leaving his home on Simonds street about six o'clock. It was by no means unusual for him to take a walk about the wharves, as he had many friends among the schooner captains and kept in touch with the arrival of the vessels. When found, the body, which was standing almost upright in about five feet of water, was clad in a heavy overcoat, buttoned close about the throat, heavy Klondike boots and a cloth cap with a visor. He had evidently fallen from the second wharf and been carried by the eddy to within fifteen or twenty feet of the bow of a three-masted schooner lying at the wharf, on which the mill is located.

On the discovery of the body, the police were immediately notified, and Officer James Greer was soon on the spot. The body was placed in Gregory's shed. Coroner Roberts was notified and gave permission to remove the body, and it was taken to Brennan's undertaking rooms and prepared for burial.

Mr. Day was subject to dizziness and many suppose that in one of these fits he lost his balance and fell over the wharf into the mud.

Coroner Roberts said this morning that the case was in his opinion one of accidental drowning; and that no inquest would be held, nor would there be a post mortem.

Word of the tragedy was at once sent to the home of the deceased, and came as a sad shock to Mrs. Day who, although prostrated with grief is bearing up wonderfully well.

Besides his widow Mr. Day is survived by three sons, Samuel, George and Abraham, of this city, and two daughters, Mrs. H. E. Dobson of the North End and Miss Hattie, residing at home.

Mr. Day's family will have the sympathy of the entire community in their hour of affliction.

Deceased was an old and faithful employee of the street railway company having entered the employ at the time the horse car company started about eighteen years ago. He was very popular with all who knew him and his death will be mourned with keen regret. Mr. Day was 60 years of age and a native of Nova Scotia.

Up to the time of writing arrangements for the funeral were incomplete. The body is still at the undertaking rooms of N. W. Brennan and will probably be taken home this evening.

NEW YORK, Feb. 22.—The Times says: "The Singer Manufacturing Company filed plans yesterday for a structure which will be higher than all existing skyscrapers by from 200 to 300 feet, and will be about 40 feet higher than the Washington Monument. With the exception of the Eiffel Tower, the Singer building will be the loftiest structure in the world."

## MANITOBA HAS SURPLUS

WINNIPEG, Feb. 22.—(Special)—Hon. J. A. Agnew, provincial treasurer, delivered his annual budget speech in the legislature yesterday afternoon, giving a very exhaustive review of the province's finances.

The year's revenue on consolidated account was \$1,890,899 and trust and open accounts brought this up to \$2,562,813. The expenditure totalled \$2,413,204 of which \$1,393,431 was on consolidated account. Mr. Agnew claimed a surplus of \$468,173.

The estimated revenue is \$1,948,477 and the estimated expenditure \$1,822,470.

In the public accounts laid on the table statistics from the assessors' reports of 1905 were included, which showed the population of the province then was 283,659, there being 45,200 individual farmers who cultivated 4,432,333 acres. The assessment of real and personal property was \$153,241,706, an increase of nearly 20,000,000 over the preceding year. Total debenture debt is \$10,193,550.

Mr. Peter Binks says that the aldermen did exactly what he advised when they dropped the gas bill. The city, he says, can't afford to pay for two gas houses, and City Hall is therefore all we need.

Several sleighing parties will go out for a walk this evening, if the weather continues favorable.

The unusual illumination in Fredericton twice a day is caused by the reflection from the cheerful countenances of members of the government, when they read the Sun and Star.

ALGECIRAS, Feb. 22.—(Special).—It was again decided today that President Roosevelt is the only man who can settle the Moroccan affair. This is the tenth time that decision has been reached. The French and German commissioners are wearing cowboy hats, as a delicate tribute to the great American president who settles everything but the Senate.

Mr. Hiram Hornbeam wants to know why there should be any aldermen-at-large in St. John. He says if they were at large around his place he'd have them locked up. Hiram has been reading City Hall reports lately.

VERY WISE ALDERMEN. Mr. James Jones is glad to see that

## BURSTING OF THE PULLEY

Will Probably Cost Charles Mingo of Red Beach His Life.

ST. STEPHEN, N. B., Feb. 22.—(Special).—An accident attended with probable loss of life occurred this morning at Red Beach, eight miles down river, on the American shore. Charles Mingo was employed in the lath mill owned by O. S. Tashew, when, without warning, a pulley burst, one of the flying pieces striking Mr. Mingo in the head, crushing it so that though alive at this time he is not expected to recover. The injured man is thirty years of age and has a wife and two children.

Instructions were received today by the I. C. R. officials to discontinue the sale of season tickets. It is thought that a new style will be introduced.

## HAS FORBIDDEN POOL SELLING

LOUISVILLE, Ky., Feb. 22.—The town of Highland Park, a suburb, has passed an ordinance forbidding the sale of pools within its boundaries. The race track recently acquired by the Western Jockey Club is within the limits of Highland Park and will be affected by the ordinance.

BANK OF ENGLAND

LONDON, Feb. 22.—The weekly bank statement of the Bank of England shows the following changes: Total reserve, increased \$2,063,000; circulation, decreased \$156,000; bullion, increased \$1,907,627; other securities, increased \$1,511,000; other deposits, increased \$2,979,000; public deposits, increased \$3,148,000; notes received, increased \$1,972,000; government securities, increased \$2,550,000.

The proportion of the bank's reserve to liability this week is 44.67 per cent, as compared with 45.92 last week.

Mr. and Mrs. J. W. Montgomery left this morning for New York, Philadelphia and Washington.

## POLICE INSPECTOR GOES TO BRING BACK DEFAULTING TELLER

Police Inspector Stark, of Toronto, passed through the city today en route to Halifax where he will await the arrival of the steamer from Jamaica, which has on board the defaulting bank teller, E. St. George Bonwell, in charge of Detective Black of Toronto.

Bonwell was paying teller of the Crown Bank in Toronto and he is charged with stealing \$45,000 of the bank's funds. Detective Black was placed on the case and located him at Kingston, Jamaica, and he is now bringing him back for trial. Inspector Stark will meet them on their arrival at Halifax and accompany them via the I. C. R. to Toronto.

In conversation with the Times Inspector Stark said his trip was serving a double purpose. While in this section he is making an effort to interest the heads of the police departments in New Brunswick and Nova Scotia in the Chief Constables' Association of Canada, an organization that was formed in September last. The Inspector said he wished to have Chief Clark and also Chief Power of the Halifax department prepare papers on the police system and read them at the annual meeting of the association next September. As Chief Clark is ill he was unable to see him but will probably communicate with him later.

Inspector Stark's last visit to St. John was on the occasion of the visit here of their Royal Highnesses, the Prince and Princess of Wales, when he accompanied the party on their tour.

## GRAND TRUNK BUYS BUILDING

Corry Building in Ottawa Purchased by Big Railway as Site for New Depot.

OTTAWA, Feb. 22.—(Special).—The Grand Trunk Company is reported to have secured an option on the Corry building containing the offices of the Transcontinental Commission and other properties contiguous to the central depot for the purpose of a site for the new depot.

St. David's Bearer Corps meets for drill this evening.

## FRIGHTENED BY THE EARTHQUAKE

NEW YORK, Feb. 22.—A despatch to the Herald from Fort De France, Martinique, dated Wednesday, says:—Another earthquake occurred here today at thirteen minutes after noon. Fortunately no great damage was done.

Several slight earthquake shocks followed those of February 16 and 17, but without causing any new damage. People here were very much alarmed and fled to the hills, but have now resumed their ordinary occupations, following the calm of February 19 and 20. Mount Pelée remains quiet. No manifestation of any activity was registered at the observatory during the periods of seismic disturbance.

"Laugh and the world laughs with you; weep and you weep alone."—Confucius.