

The Weekly Monitor

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THE SCHR. BLUENOSE WINS

Two of the Best Races Ever Sailed on a Measured Course

Again we are on the Dominion Atlantic Express en route to Halifax to witness what has become the greatest international annual marine event, the fishing schooner race between Canada and the United States for the Dennis cup presented by the Halifax Herald.

Among the passengers we found many men, and perhaps a few ladies, who were going to the city for the same purpose. The general conversation was the merits of the schr. Bluenose, of Lunenburg, Nova Scotia, the Canadian representative, and the schr. Elsie, of Gloucester, Mass., the United States defender.

Before arriving in Halifax the editor received an invitation to attend a dinner with a number of Dominion Atlantic Railway officials at the City Club. This was certainly a pleasant event which was greatly enjoyed. The after-dinner speeches and stories of the funny incidents which occur in the every day life of the passenger and freight departments of a big railway system were both interesting and amusing. In the response to "Our guests" the military, druggists, and press were represented.

After dinner, which occupied the greater portion of the evening, the MONITOR enjoyed an interview with Capt. "Marty" Welch, the skipper of the Elsie at his room in the Carlton Hotel, where old time incidents of boyhood days around Digby and along St. Mary's Bay shore were discussed. We talked about fishing events in the Bay of Fundy, referring to such gentlemen as Mr. H. B. Short, manager of the Maritime Fish Corporation, the late Capt. Howard Anderson, and present men engaged in the industry—Mr. Frank L. Anderson, Capt. Joseph E. Williams and Aesel Snow and not forgetting Capt. Marty's old ship mate, Capt. Arthur Casey.

After visiting the Herald and Chronicle office and meeting our old newspaper friends in the editorial departments, such as Messrs. Edgar Kelley, Capt. Wm. Murray and J. T. MacDonald, H. W. Jones, and Tom Murray of the Chronicle and Mr. A. P. Merkel, Atlantic Supt. of the Canadian Press, the latter, a Digby boy who has certainly made good in his native province, without going away to help build up another country as too many of our boys have done in the past, we were asked to visit "92" at the Halifax Hotel where we found Mr. Banks, owner of the Boston Yacht Comfort and a party of Massachusetts and Nova Scotia friends, the majority of the latter from Windsor. Like genial host "Banks," his party, as

usual, was a jolly one. It is not necessary to mention when we retired, but at 6 o'clock Saturday morning we were ready for a busy day's work on the S. S. Tyrion, the government boat furnished the newspaper men from which to report the races not only for their own papers, but to flash the news of the races via wireless to all parts of the world.

One of the first on board the Tyrion Saturday morning was the editor of the MONITOR. Here he received a hearty welcome and an annual personal greeting from Capt. H. Peters, Pilot Geo. Hardy; O. Swanson, First Officer; W. Murphy, Second Officer, and W. Jennex, Third Officer, also Mr. A. B. MacDonald, who has been electrician on this ship twenty years, and second engineer Laurie Church, who has been on the same ship nineteen years.

After all had arrived on board who had been furnished with passes from the committee in charge, the S. S. Tyrion, which had been trimmed with colors at 8 bells, (8 o'clock) sailed from the South Terminals at 8.30 a.m. Following the races around the course.

In the meantime the contesting schooners had sailed down the harbor and were near the starting line. They were greeted with a twenty-five knot breeze from the northwest, and the barometer which had been going down since Monday morning, was now going up for finer weather.

These two handsome vessels, to decide the championship of the North Atlantic Fishing fleets of Canada and the United States, presented a beautiful marine picture as they received the scupper breeze that seemed to have sprung up entirely for their benefit and for the benefit of thousands of people who lined the breakwater and the shores of the park, while scores of craft of almost every description cruised about the lower harbor.

work on the race to the finish line, six miles away.

The fifteen minute preparatory gun both boats reaching for line on port tack close under western shore.

THE STARTING GUN

The five minute gun found Bluenose by the wind in the centre of the harbor, quarter mile from the starting line, with Elsie under her lee and a little nearer the line. A minute later Elsie came up in the wind and hung in stays. Bluenose bore way for line. With three minutes to go Elsie was still in the wind and Bluenose rounding up for the weather berth.

Two minutes for the gun found both vessels close in to the western shore. Elsie had a wrapped full, while Bluenose was in stays.

One minute before the gun Bluenose hoisted jib topsail. Elsie was right on the line and bore broad off. Bluenose was reaching fast for the line.

ELSIE GOT AWAY FIRST

When the gun flashed Elsie was first to cross the line with Bluenose to weather and a length or so behind.

The official time crossing starting line was:

Elsie—9.01.10.
Bluenose—9.00.49.

At 9.08 Elsie still in lead, went to the weather of Bluenose. Elsie was flying the American ensign from her main peak. The same thing, however, happened as last year, the Nova Scotia boat displayed no national flag. How much better a marine picture it would have made with the Canadian ensign floating from the main peak of the Bluenose as the two vessels proceeded on their course.

Passing Meagher's Beach Lighthouse Elsie had established a lead of one hundred and fifty yards, according to a range finder aboard the press boat, and was gradually increasing the distance between herself and the challenger. Bluenose seemed to be making heavier weather than Elsie.

BOTH CARRIED FULL SAIL

Passing Sandwich Point both schooners were carrying all sail with lee rails all awash and at times the water appeared to be on deck half way to the hatch combings.

Off Herring Cove Bluenose seemed to be gaining perceptibly on defender. Angus tried for weather berth but Marty prevented him from gaining it.

At 9.20 Bluenose swung off for the mark and a few minutes later was neck and neck with the American.

BLUENOSE LED AT FIRST MARK

Bluenose passed Inner Automatic ahead, the unofficial time being: Bluenose—9.32.50.
Elsie—9.33.23.

Passing buoy the Bluenose eased sheets for a broad reach to the southeast automatic 6.4 miles, the course being southeast half south. A range finder gives Bluenose lead of one hundred and fifty yards.

At 9.45 Elsie to weather tapped Bluenose. Both ships had sails well freed.

RUNNING NECK AND NECK

At 9.47 the Elsie was right up on Bluenose on weather and the two boats were running almost neck and neck.

At 9.50 there was a choppy sea, with the wind holding at twenty-five knots.

At 9.51 the boats were still running neck and neck with Elsie to weather.

BLUENOSE AHEAD AGAIN

At 9.55 the Bluenose had forged ahead and taken a lead of one hundred yards.

Elsie again lapped Bluenose. Bluenose's big mainsail shaking the wind as the schooner litted through the sea.

At 10 a.m. the boats were less than two miles from the Southeast Automatic buoy, marked by the Government steamer Arras, commanded by Capt. Harry Cousins, of Digby. Marty had once again put his boat up on Angus' weather quarter.

With the buoy less than a mile away at 10.05 both boats were racing neck and neck.

It looked like close quarters for Capt. Angus in the gybe around the mark for the broad reach of nine miles on the next leg of the course.

At this point both schooners doused their foretopsails.

Capt. Angus headed his vessel in such a manner as to make the gybe,

which had to be performed carefully in the big breeze, before he turned the buoy. Capt. Marty followed the same manoeuvre, but the latter's crew handled the canvas without an error while the Lunenburg men got their foregaff, foretopsail and main staysail somewhat fouled for a few seconds and had a little trouble hauling at their staysail sheet. While Marty had all his light sails again set and everything drawing almost immediately.

The gybe, however, gave the challenger the weather position.

At 10.07 both vessels with mainsails to starboard were racing for the buoy.

BLUENOSE ROUNDED BUOY FIRST

The Bluenose rounded the buoy with a lead of two hundred yards. Official times at Southeast Automatic Buoy:

Bluenose—10.10.29.
Elsie—10.11.03.

The schooners' estimated speed was ten knots.

At 10.15 the Bluenose had a lead of five hundred yards.

CHALLENGER INCREASE LEAD

At 10.30 Bluenose appeared to have increased her lead slightly, the wind had moderated to about 20 knots.

As the schooners reached for the third mark the Bluenose seemed to be heading over more easily to the puffs.

At 10.35 the racers were three miles from Shut In Island bell buoy. The range finder gave the Bluenose a lead of between six and seven hundred yards. The wind was holding at twenty knots.

At 10.45 the Bluenose had further increased her lead. Each schooner carried, a man aloft, and the buoy less than two miles away was easily visible.

At 10.50 the Bluenose, half a mile from mark, doused her staysail and foretopsail preparatory to coming into the wind for the long beat home.

ELSIE OUT OF WIND

At 12.10 Elsie was well into Cole Harbor Bay, Marty apparently looking for smoother water. He appeared to have run out of the best wind.

The Bluenose far to windward seemed to be getting a stiffer breeze. Angus hoisted his main top sail and both schooners were under the same sail. The Lunenburg skipper was pointing his vessel for all she was worth, her 4th occasionally liting as he pinched her.

ELSIE ON STARBOARD TACK

Observers aboard the press boat suggested that Elsie would very shortly come about and go on the Starboard tack for the inner automatic buoy.

Marty evidently has a liking for the water in which he defeated Delawanna, when he sailed Esperanto in last year's international race.

The Elsie came about on starboard tack at 12.16.

Observers aboard the press boat said that the loss of the Elsie's foreweather and the no handicap in this American was carrying more sail than the Canadian, Marty having his main-topsail set while Angus was content with four lowers.

Both boats were still on the port tack and would require another hitch to fetch the Inner Automatic. Bluenose was estimated to be two miles to weather of Elsie but half a mile astern on the tack.

BLUENOSE'S MILE LEAD

At 12.20 Bluenose still on port tack was seen to be more than a mile ahead of the American.

At 12.23 Bluenose came about well to weather of the defender and headed for the buoy two miles to windward. It was estimated Elsie could make mark without another fairly lengthy hitch.

At 12.34 Marty apparently looking for a better breeze in shore came about again and headed for Devil's Island. Half a minute later Angus, working to keep Elsie under his lee, also came about.

HEADS FOR INNER AUTOMATIC

At 12.41 Bluenose came on to starboard tack and headed for inner automatic. Wind was still holding strong and was about due west.

At 12.43 Angus set jib topsail and Bluenose drove fast for the mark. A minute later Elsie, off Devil's

Island, came about and was estimated sent down and the new one put in place in the presence of an immense crowd of people Sunday afternoon, all of whom appeared much interested in the work.

Sunday morning Mr. Gilbert Langtry, of the Yarmouth Herald, and the editor of the MONITOR were shown the water front of Halifax by Mr. "Jack" McBride, the marine editor of the Halifax Herald, visiting every wharf and receiving a hearty welcome from prominent skippers in port, among whom were many old personal friends, and many readers of the MONITOR's marine columns.

NEWSPAPER MEN IN HALIFAX

The city was full of outside newspaper men during the schooner races among whom we noticed the following:—

Gilbert Langtry, Yarmouth Herald; W. L. Hatfield, Berwick Register; H. W. Markland, Boston Traveller; Geo. H. Hill, Jr., official photographer for that paper; Herbert Baldwin, Boston Post; Geo. Murray, official photographer, same paper; George C. Holland, Boston Advertiser; George S. Hudson, Boston Herald; Leonard M. Fowle, Boston Globe.

Among the motion picture photographers present are Larry Ellis and A. S. Moffat. The latter no doubt have made some splendid films. Nearly 75 vessels and boats could be counted from the bridge of the S. S. Tyrion as we steamed across the finish line at the close of Saturday's race.

MARTY SET STAYSAIL

Observers on press boat wondered why Angus had set his jib topsail, which was constantly lifting and flapping and seemed of little use. Elsie, with foretopmast gone, could not set the balloon jib, but experts said she was the better without it.

Welch evidently did not think so, for at 12.50 he set staysails to try and overcome the handicap occasioned by loss of the foretopsail.

Angus' jib topsail was drawing better, and observers on the press boat said he was getting the good of this sail. His foretopsail was bunched, but the expectation was that he might soon use it.

BLUENOSE HEADS FOR FINISH

At one o'clock the Bluenose, right under buoy, came about, passed the mark, and headed on a close reach for the finish line.

Elsie was still close hauled on the starboard tack and heading for the buoy, which was estimated to be a mile to windward of her.

ELSIE THREE MILES ASTERN

At 1.10 Bluenose was four miles from finish line with Elsie still by the wind headed for the Inner Automatic buoy.

At 1.11 Elsie came about and headed for the mark.

At 1.11.30 (unofficial time) Elsie passed the buoy 11 minutes and 30 seconds behind Bluenose. The American was estimated to be three miles astern.

VICTOR CUTTING FAST CLIP

At 1.15 Bluenose, with everything except staysail set, was off Light-house buoy, heading for the finish line, two miles away.

She was in smooth water and was cutting a fast clip.

BLUENOSE CROSSES FINISH LINE

Flash (1.30)—Bluenose wins.

AT INNER AUTOMATIC

Official time at Inner Automatic Buoy:

Bluenose 1.02.29; Elsie 1.12.10.

THE WINNER'S TIME

Flash—Bluenose crossed finish line at 1.33 (unofficial time), having covered the course in about 4 hours, 32 minutes and 11 seconds.

The Elsie crossed at 1.45.30 (unofficial time), 12½ minutes behind the Bluenose.

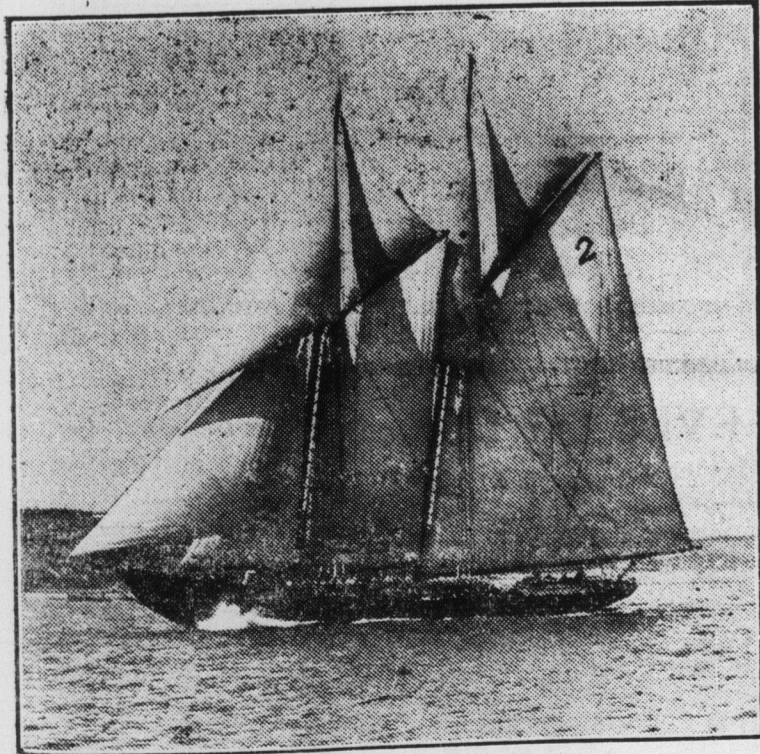
RETURNS FORETOPMAST

An odd co-incidence is the fact that a foretopmast belonging to the Elsie was some time ago loaned the Delawanna. Saturday night it was lowered down and returned. Sunday morning it was sent aloft to replace the broken one on the Elsie. On the trip from Boston to Halifax Capt. Marty discovered a weakness in the main-topmast and on his arrival ordered a new one. It was made of green spruce and being heavy Capt. Marty gave up sending it aloft, but after Saturday's experience he decided not to take any chances with a defective spar on Monday so the old one was

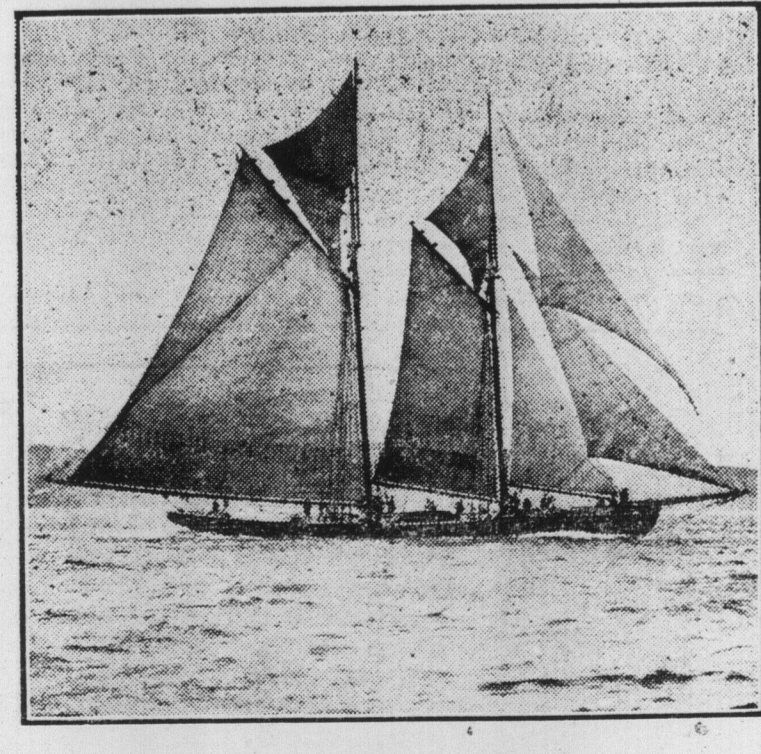
born and bred in Lunenburg town, is 39 years of age and has been a skipper for twenty years. When only nineteen years of age he took a vessel from Lunenburg, freighting to the West Indies. He has specialized in fishing, however, and has ranked among the high-liers of the Lunenburg fleet. Among the vessels he has commanded are the Muriel Walters, Donald L. Silver, Gilbert B. Walters, which took second money in last year's Nova Scotia race, and now the Bluenose.

Captain Walters has three children and is proud of them. Mrs. Walters

(Continued on Page Eight)



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