

Insists Mayflower is Real Fisherman.

DESIGNER OFFERS TO CHANGE RIG.

(New York Times.)

HALLOWEEN, Mass., Sept. 15.—W. H. Burgess, designer of the schooner Mayflower, appeared before the committee of the American Race Committee to-night and offered to go to Halifax and prove to the Halifax committee that the Mayflower has a carrying capacity of 525,000 pounds, the carrying capacity being the principal objection to the Mayflower as interpreted by the American committee.

The committee was in session for nearly three hours to-night, eighteen of the twenty-five members being in attendance, and at the end the members declined to make any statement except that to give a copy of a telegram sent to H. R. Silver, Chairman of the trustees, that the committee is anxious to see every American fishing schooner in the competition and announcing Mr. Burgess's proposed visit to Halifax. Pending the result of the designer's trip to Halifax, the committee will take no action. It is expected that the committee will go ahead with its plans for the elimination races scheduled to start on October 12.

Mr. Burgess will start for Halifax tomorrow morning. The committee sent the following telegram to Mr. Silver:

"At a meeting of the American Race Committee held to-night no definite decision was reached, and the fishermen's international race which is to be sailed off Gloucester this year will depend much on how Halifax accepts the American committee's latest report. W. H. Burgess, designer of the schooner Mayflower, will leave tomorrow for Halifax ready to prove to the Board of Trustees that the Mayflower can carry 525,000 pounds of fish, equal to the carrying capacity of the winner of last year's race, the schooner Bluenose, this being the principal objection in barring the Mayflower.

"This letter has been wired to the trustees of the trophy and the American committee will take no other action about the coming international race until they hear from Halifax.

"The American Fishermen's Race Committee has received your letter of Sept. 12 together with your explanation of the reasons which governed the Board of Trustees in arriving at the decision regarding the schooner Mayflower. As our committee interprets the explanation controlling objection to the Mayflower expressed on page 3 of the explanation consists in the carrying capacity, quoting as an instance the fact that the Bluenose recently landed for one voyage over 525,000 pounds. As this committee is anxious that every American fishing schooner shall have an opportunity to compete we have called before us the designer and managing owner of the Mayflower.

"They represent to us that the Mayflower can safely carry at sea 525,000 pounds. They further offer to change the rig of the vessel so that it will conform to your standards of fishermen's practice. The designer of the Mayflower has left for Halifax to appear before you. We bespeak for him your consideration. Pending your decision this committee will take no action.

"American Race Committee.
WILLIAM J. MACINNIS,
Chairman.

Several Other Vessels Available.
Although the schooner Mayflower has been barred from the international fishermen's race off Gloucester next month, information reaching this city yesterday was that several other Gloucester fishing boats might be available for the attempt to lift the cup from the Nova Scotians.

The American committee contends that the Mayflower has been engaged in fishing regularly, as required by the rules, and is not a craft built especially for the fishermen's race, which was won in 1920 by the Gloucester fisherman Esperanto, and in 1921 by the Canadian Bluenose, after the Mayflower had been barred from the race that year. There was the possibility yesterday that the committee might not challenge at all this year, because the Mayflower was barred again, so that no race would be held off Gloucester next month.

The rules governing the cup contests are rigid. They were drawn up at a conference of American and Canadian fishermen and yachtmen in Halifax in 1920, when the International Fishermen's Trophy was presented by The Halifax Herald. The stipulation was that the rules and later modifications would always be drawn to safeguard and continue the intention to the donor of the trophy, which is the development of the most practical and serviceable type of fishing schooner combined with the best sailing qualities, without sacrificing utility.

"For the purpose of maintaining this principle," continue the rules, "the trustees are empowered to disqualify from any or all competition any vessel which in their opinion is of such a type or dimensions as would contravert the intention of the donors and such decisions of the trustees shall be final.

"The only vessels which can com-

pete for the trophy shall be bona fide fishing vessels which have been engaged in commercial deep sea fishing for at least one season previous to the race. A fishing season for the purpose of these rules is considered as extending from April to September, and any vessel competing must have actually sailed from her last port of departure for the fishing banks not later than April 30 in any year, and have remained on the banks in all weather as customary, until September, excepting necessary returns to port for landing cargo and refitting. Fishing banks shall mean all offshore banks, such as George's Western, Grand, etc., and vessels engaged in shore fishing and making port in bad weather shall not be eligible.

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"The captain and the crew of each competing vessel shall be bona fide fishermen actively engaged in deep sea fishing, and the number of the crew shall be fixed by the International Committee."

Gives Objection to Mayflower.

Many objections to the Mayflower were detailed in an article in a Gloucester magazine called the Cape Ann Shore, recently sent out from Halifax to persons who might be interested in the races. This article told of the history of the races, and added:

"Then an association of wealthy yachtsmen of Boston, none of whom nor their families had ever been identified with the fisheries, subscribed \$50,000 and built the schooner May-

flower as a possible challenger. The Canadians ruled her out, stating that she violated both the letter and spirit of the deed of gift governing the contest. To offset this the Mayflower's advocates pointed out that she had made a voyage to the fishing banks—she has made several since.

"The challenge of the Nova Scotians to the Mayflower's owners to race in mid-winter, with a cargo of fish from Newfoundland, across the Bay of St. Lawrence to South America and return to Halifax, for \$10,000 a side, winner to take all, remains unanswered. This is the custom of the Nova Scotians in marketing their fish in winter. It tells the tale of a vessel's weatherly qualities.

"Sir Thomas Lipton has signified his intention of again challenging for the America's Cup. He cannot off it, for a craft cannot be devised that can stand the journey across the ocean that can compete with the paper-mache construction now utilized in cup defenders. During the last of these series of races a whole sail breeze arose, just the weather dear to the heart of a yachtman. Both the British and American owners of the two contending yachts were afraid to risk the craft and so stayed at anchor.

"It is to avoid this very thing—and so explicitly stated—that this International Fishermen's Cup race was designed, and the Mayflower was ruled out because her building and entry was thought to be a long step toward the very thing the founders of the International Fishermen's Cup feared—the contest will be close and interesting—the building of a freak fishing craft. The new schooner Henry Ford, built first as a fisherman and for a fisherman—Captain Clayton Morrisey of this port, arrived from a fishing voy-

age to the Banks last Saturday. Then there is the Boston schooner Yankee, and several other Gloucester craft. So that if the Mayflower is again barred the contest will be close and interesting.

Crowded Theatre Inspired by Realistic Story of "The Blot."

"The Blot," Lois Weber's latest photo-drama, which opened at the Majestic Theatre last night, was received by an enthusiastic and packed theatre.

This human drama far surpasses anything yet produced by the gifted Miss Weber. She has in "The Blot," a human-interest story as big as "Humoresque" and other productions of this type.

Her acting cast is flawless and if the work of Claire Windsor and Marie Welcamp in this picture is any indication, we can look for some big things in the future from these two beautiful girls. Philip Hubbard scored with an excellent bit of character acting and Margaret McWard and Louis Calhern come in for special mention for their pleasing and realistic work in "The Blot."

The story is one that is timely and will hold your interest throughout. It deals with a situation existing in every city and town in the country today, the neglect of our school teachers and the poverty that they undergo to educate a nation.

If you are the kind that likes a real human story, produced and enacted in a realistic manner, do not fail to see Lois Weber's "The Blot." It is released by the F. B. Warren Corporation.

Have You Seen the JEWETT CAR? THE JEWETT IS PAIGE BUILT.

The new Jewett is of Paige conception, designed and built by Paige engineers and mechanics in the Paige shops. From its Paige origin the Jewett inherits those unmistakable marks of Quality, characterizing the work of a group of men, who for ten years past, have been building the fine six-cylinder cars, bearing the Paige monogram.

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A rose or geranium leaf placed in the bottom of your apple jelly glasses is attractive and lends a pleasing flavor.

Whispers Sent Through Space.

HOW MESSAGES RIDE ON WIRELESS WAVES.

How far away can the loudest shout be heard? Probably not more than half a mile in the ordinary way, though it may travel farther in mountainous country. With a megaphone the human voice may carry more than a mile.

The loudest sound that we can make such for example as that caused by firing a 15in. gun, may be heard fifty miles away. As a rule, sounds have a very short range, and they move through the air very slowly. It would take more than four minutes, for instance, for the sound of a big gun's discharge to cover fifty miles.

Yet by means of wireless telephony the feeble sounds made by the speaking voice can be conveyed 5,000 miles or more, and they accomplish a journey of this distance in the thirty-seventh part of a second.

Secrets of Sound Travel.

In wireless telephony the slow-moving sounds of speech and music are made to ride pick-a-back on the rushing ether waves.

When you speak or sing, your vocal cords vibrate as air brushes past their stretched edges; it is quite easy to feel the vibrations if you place your hand on a friend's back when he is talking. Every time the cords move to or fro the little molecules of air lying near them receive a blow, which they pass on to their next-door neighbours, who, in their turn, knock up against other molecules. Thus the air is set in motion, and a sound-wave begins to travel outward.

When you make any sound the effect upon the surrounding air is just the same as that produced by dropping a stone into a bucket of water; a disturbance takes place which sets up a series of waves. Wireless waves are exactly similar, except that they move not through air or water, but through the ether, which is present everywhere.

At a broadcasting station, those who are entertaining the world sing, speak or play into the mouthpiece of a microphone, whose action we may explain by calling it an electrical tap. A current is always passing through it, but as sound-waves strike the thin diaphragm at the front of its case they cause it to vibrate, and each vibration has the same effect as turning the handle of a tap backwards or forwards. The stream of electricity is alternately increased and diminished, so that it flows, not steadily, but in a series of spurts.

Telephone Worked by Air.

If no sound strikes the microphone the current will flow evenly, and what is called a continuous ether-wave will be produced in the transmitting aerial. The crests of all the waves will rise to the same height, and the troughs will fall to the same depth. But when the tap-twisting process begins, something different happens, owing to sound-waves breaking against the diaphragm. Each decrease in the current makes the ether-waves a little weaker. The distance between their crests remains the same, but the height to which they rise and the depth to which they fall are reduced.

The original wave is something like the surface of a new sheet of corrugated iron—all its curves are even and regular. But when the voice causes the microphone to modify the waves the effect is that of hammering the iron out of shape with a hammer.

Each sound-wave affects hundreds of ether waves. The middle C of a piano vibrates about 250 times a second; wireless waves from a broadcasting station do so something like 750,000 times in the same space!

In the receiving set the teeming wireless waves are, so to speak, filtered out by the detector, and the curves made by their combined crests produce sound-waves in the telephone.

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