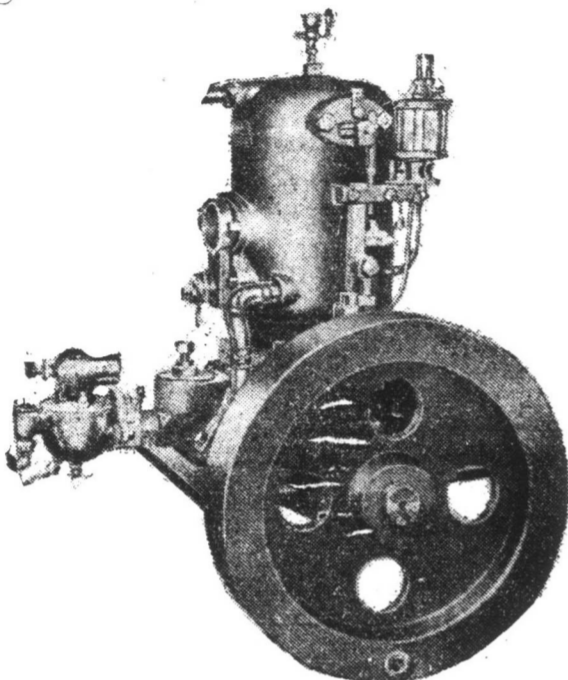


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Give Us a Genuine Fishing Vessel Race.

(New York Fishing Gazette.)

The International Fishing Schooner Races, inaugurated with the best of intentions by William H. Dennis of Halifax, have been completely divorced from the genuine fishermen atmosphere through the introduction of rules and regulations which have no place in a fisherman's sailing contest. The spirit which animated Mr. Dennis in giving a Trophy for competition between the fishing schooners of the United States and Canada has been distorted by the yachtsmen and others who have "horned in" on the committees, dictated the sailing rules and taken charge generally.

The Fishing Gazette is a strong advocate of International Fishing Schooner Racing. We believe it to be an annual event of great value to the fishing industries of both countries through the publicity given and by reason of the stimulus to design fishing vessels on speedier lines than those of the present day. We are not apprehensive of "freak models" and "skimming dishes" coming into the industry. The exacting requirements of the industry effectually bar such types and regulations can be drafted to exclude the entry of any vessel which is not a bona-fide fisherman.

But the races up to the present are suffering from too many regulations. We are treated to the annual spectacle of two fishing schooners, converted into yachts for the purpose of racing. Neither the Gloucester nor the Henry Ford were fishing schooners when they met off Gloucester this year. Neither of them were in condition to go fishing. Their anchors, cables, dories, gurry kids, hoisting engines and other fishing gear and vessel equipment were left ashore; their working ballast was changed and they were over hauled, re-rigged and generally slicked-up at great expense. In their ordinary business, fishing schooners do not work in that condition and competition between such vessels tells no story that could be of any practical use to fishermen. The rules as to water-line and sail area impose restriction which can serve no good purpose and simply favors the designing of a certain type of vessel.

We are anxious to see these races continue but we believe that if they are to be successful and of any value to the fishing industry, there will have to be some radical changes made in the deed of gift and the rules governing the competition. We venture to suggest some of these changes herewith:

(1) The complete exclusion of yachtsmen and others not directly engaged in the fisheries from all committees. The committees to be formed of fish merchants owning vessels and master mariners who have commanded fishing vessels.

(2) Vessels to race with their ordinary fishing gear on board; with their usual ballast, with the sails they have used in fishing, and with their ordinary fishing crews.

(3) Abolish existing rules as to sail areas and water-line and permit any bona-fide fishing vessel to enter the races without handicap or restriction provided that she sails in precisely the same condition as when engaged in fishing.

Briefly these are the changes, which to our mind, are desirable in the running of future fishermen's races. They are, of course, subject to necessary elaboration and it is our hope to be able to present a full and comprehensive draft of our suggestions in a future issue of the Fishing Gazette. To elaborate our own ideas on the subject, we believe that by permitting fishing vessels to enter the races without restrictions and requiring them to sail in their fishing rigs, the expense of overhauling and fitting out schooners especially for the contests will be reduced to a minimum, and a greater number of schooners will be entered by owners who would otherwise be deterred by the costs of fitting out their vessels for racing. It would thus be possible for a schooner to come right in from the Banks and race without any overhaul other than the setting up of rigging or the reeving off of new running gear. The scraping and painting of bottoms should be permitted and vessels carrying no topmasts might be allowed to send same aloft and borrow light sails of the area usually carried by vessels of her dimensions.

It might be argued that a free-for-all entry would admit fishing vessels of various types and bring seiners and vessel-hand-liners, with but little gear on their decks, in competition with dory-handliners and trawlers. If left to a committee of practical men, a common basis could easily be laid down to take care of such cases. As to water-line and sail area restrictions. Why should there be any? If a fishing schooner is in the habit of carrying a certain amount of sail during her fishing operations, what is the sense of having her canvas reduced or enlarged for the purpose of racing? If she is in the habit of carrying so many tons of ballast in fishing, what is to be gained by adding or subtracting from it to increase or shorten her water-line to conform with the present regulations of the Trophy races?

We, who are interested in the fishing industry and the equipment employed therein, are desirous of having these vessel contests become an annual test of speed and seaworthiness under normal conditions—the conditions these schooners are called upon to endure when engaged in their work.

We have so far merely seen what the Gloucester, Henry Ford, Elizabeth Howard, Elsie and others can do in the sailing line when spruced up and skinned to the ballast; it would be much more satisfactory to have proof of their performances when fully equipped for fishing. Let the further contests tell us this story.

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Weight yourself the day you commence to take BRICK'S TASTELESS then weigh yourself two weeks later and note the increase.

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DR. F. STAFFORD & SON, Wholesale and Retail Chemists and Druggists, St. John's, oct21,11

Mica Mines in New Mexico to be Opened.

Mica, the material that was once commonly known as "gingers," is becoming very important because of its value in radio and other electrical work. The American Mica Company has purchased a number of inactive mica properties in Rio Arriba county, New Mexico, the principal one being that formerly owned by the Petaca Mining Company. Mining engineers have reported that they expect the Petaca mica field to be one of the largest in the United States and also that the mica produced will be of high grade, says the Engineering and Mining Journal-Press of New York.

The American Mining Company expects to erect a grinding plant in Santa Fe. Low cost should be possible, because of low wages. This company will endeavor to supply ground mica to western users and to some in the east-central states. It is the intention of this company to install at once a number of punch machines for the manufacture of mica washers and disks for use in electrical insulation. The mica produced by these mines is muscovite of a light green color, flexible and free of iron.

These mines were originally worked

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Military \$3.00 doz. 30c. each.
Worth 50c. each.

SHAVING BRUSHES.
Set in Rubber \$2.40 doz., 25c. ea.
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PACK SACK
with heavy Web Straps, hold as much as a Trunk. Only \$2.25
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White and Khaki. Only 90c. ea.
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KNAP SACKS.
Only \$3.00 doz., 30c. each.
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for fox and Rabbit Snare. No. 1, 2, 3 and 4.

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Brass Neck Straps \$1.90 & \$2.40
Nickel Neck Straps . . . \$4.30
Brass Body Straps . . . \$1.90
Nickel Body Straps \$4.30 & \$7.00
Saddle Chimes . . . \$4.50
Back Strap Bells \$1.80, \$3.75 and . . . \$4.50
Collar Straps, open Bells \$3.00 to \$5.00 a Strap.

MUSKETS.
Only \$7.00.
50-70 RIFLES.
With box of cartridges.
Only \$7.00.
Extra Cartridges \$4.50 per 100.

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Gauntlet style. In most desired shades, from 90c. to \$1.50.
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