

HISTORY OF THE INTERNATIONAL OCEAN FISHING SCHOONER RACES

Annual Event Which Absorbs Attention of Atlantic Seaboard of United States and Canada Conceived in Summer of 1920—Review of the Great Race.

Halifax, N. S., Oct. 4.—The International Fishermen's Schooner Race, an annual event which absorbs the attention of the Atlantic seaboard of the United States and Canada and of the Ancient Colony of Newfoundland, was conceived and instituted within three months of the summer and fall of 1920.

On August 11 of that year there appeared in the Halifax Herald, an article from the pen of Colin Mackay, a St. John Standard writer, and formerly of Sheburne, which proposed that vessels representing the American and Canadian fishing fleets should compete in an ocean race. He suggested that the respective governments might grant subsidies for the promotion of the contest. The response was immediate. On November 1, the International Schooner Race had become an established yearly event and the Esperanto of Gloucester had crossed the finish line at Halifax, first victor.

The America Cup yachting contests off Sandy Hook in July, 1920, played a part in the institution of the fisherman's race. The contest against the development of speed machines for these contests generally aroused in sporting and shipping circles in America and England found an echo in the fishing fleets and among fishing people. One writer said: "It is a sorry day for British seamen when they allow millionaire yachtsmen to pose as defenders of their national seamanship." Nova Scotians looked at their sturdy fishing vessels and remembered the days when their clipper ships ruled supreme in all the oceans of the world. They recalled Donald Mackay, the Sheburne master builder, whose boat stands in the Louvre in Paris alongside that of Raphael and Michael Angelo. "What Raphael did in canvas," wrote one, "what Michael Angelo did in marble," Donald Mackay did in yards and spar. The soul of the artist manifested anything finer than the "Lightning," or the "Sovereign of the Seas." The "Lightning" was the fastest ship that ever sailed and in a record trip around Cape Horn averaged eighteen knots per hour on her fastest day.

As early as July 19, while the America Cup contests were being held, an editorial in the Halifax Herald asked why Nova Scotians could not build a craft that would lift the cup for the province. A. C. Ross of the Royal Cape Breton Yacht Club made a proposal that a Canadian yacht should be built with money provided by popular subscription and preliminary steps were taken to carry out his scheme. The plan, however, gave way before the new suggestion of an ocean race between work-a-day fishing vessels.

On September 3, the Halifax Herald announced that it would offer a trophy for a Nova Scotia Fishing Schooner race and from that date a contest was assured. A money prize list was provided by subscription. Throughout the discussion of the race an international contest remained a suggestion.

When, however, on October 8, nine vessels of the Lunenburg and Sheburne fleets met at Halifax and the Nova Scotia race was about to become an accomplished fact, enthusiasm would not permit further delay in the matter of the larger event. "An International Race within four weeks" became the slogan.

The Nova Scotia race was sailed on October 11 in a whipping fall breeze that sent two topmasts overboard before the nine contestants crossed the finish line. Starting at 9 o'clock in the morning the Delawana of Lunenburg finished first at 2.03. The last vessel finished at 2.51.27, thus making faster time than the Esperanto to with a less favorable wind made in either of the two international races sailed in November.

At the conclusion of the Nova Scotia event a challenge was immediately sent to Gloucester and met with the desired result. Representatives from Halifax met in the Massachusetts town with American enthusiasts and the international races were established on October 20.

The Gloucester schooner Esperanto was sent to represent the Atlantic fishing fleets of the United States in the races which followed on October 20 and November 1. The American finished at 3.01.03 in the first race, defeating the Delawana by over 13 minutes. The Delawana, led by the Esperanto for two thirds of the course of the second race, but was again defeated. The finishing time was 4.34.30.

"VOTING FOR KING."

Sam Weir's nephew, "Shorty" Perks got an Ottawa job in the Public Works.

Was due on the job each day at eight. When "Shorty" arrived, he was always late.

Strolled in at nine; often at ten. Scoffed and jeered at the "punctual" men.

Soon "got the sack"—and got it bad. He's losing now, and is fully mad. So He's Voting for King.

Prosperous, close-fisted Levi Burns sent in false income-tax returns. An auditor found he was trying to cheat.

Levi was soon in "fever heat." Blustered and fumed—still the fine he paid.

And now his returns will be carefully made. He's as mad as a hatter, can't sleep at night.

And though he did wrong, he's so full of spite. That He's Voting for King.

From the "Government Farm," Kline got some shoots.

Plum trees, and other kinds of fruits. "To be planted at once" the instructions read.

But Kline only grinned, and shook his head.

Let them lay ground for five weeks or six. Till the shoots were all parched, and dry as sticks.

When planted they really weren't worth a cent.

Now he says we're a fraudulent Government.

So He's Voting for King.

J. B. Leves has a sailing craft. His eldest boy Joe, evaded the draft.

Conscription was on, but he ran away. And tried to hide in the U. S. A.

The Yankees were keen (if rather late).

And conscription was there to, in every State.

So back came Joe with a body-guard. His treatment was just—he says it was hard.

So He's Voting for King.

Gortz was a Slav, with repellent face. Spoke one day in a Public place.

His speech was disloyal, lying and mean. Much like his person, wholly "unclean."

Spent one night in jail, then in the morning.

They let him go free, just with a "warning."

Now he goes round in a snivelling way. And says he will get his Revenge some day.

So He's Voting for King.

And some, who their duty tried to shirk.

Fellows who can but will not work. Cranks, Bolsheviks, "nuts" galore.

Many just "peevish," "hard-headed" or "sore."

Will vote for McKennis, who went away.

To a "cushy" job, in Rockefeller's pay.

When the War news was bad, and our needs were great.

"He deserted us all for an OR-Mag-nate."

London, Oct. 4.—A despatch to the London Times says that reports from Bari, Italy, are to the effect that several train loads of troops of the former Russian anti-Bolshevik leader, General Wrangel, have passed through Ragusa, Dalmatia, on their way to the Albanian frontier. The despatch adds that many of the Wrangel forces have been killed or injured in a railway accident near Ragusa.

Jobs For 2,000,000 Wanted In Hurry To End Stagnation

Harding and Conference Find Illness Only Half as Bad as Feared.

Washington, D. C., Oct. 3.—A new air of hopefulness that prosperity is just around the corner permeated the unemployment conference tonight. It came from a realization that conditions are not nearly so bad as had been supposed. Secretary Hoover expressed the unanimous view when he declared that the conference, after four days' deliberations, had passed the experimental stage and could be regarded as a success.

It came to light that jobs must be found for 2,000,000 wage earners before employment conditions are restored to normal. The delegates had supposed that jobs would have to be found for nearly twice that number.

That figure developed from announcement by the committee on unemployment statistics that the unemployment in the United States at this time is not less than 3,700,000 nor more than 4,000,000. This is a sharp reduction from the estimates made six weeks ago by the Department of Labor in response to a Senate resolution, when it was held that about 5,600,000 wage earners had been displaced.

Even in normal prosperous times there is unemployment due to the natural turnover of labor, illness of workers and the like. This amounts, it is estimated, to not less than 1,500,000 as an average. On this basis it is figured that normal conditions will be restored if provision is made for not less than 2,000,000 and not more than 2,500,000 to go back to work.

That the unemployment conference by its constructive measures will be able to stimulate industry and public work to an extent where 2,000,000 wage earners can be put back on payrolls is the firm belief of those participating in the sessions.

The most spectacular recovery is anticipated through the action of the committee on emergency measures by calling on manufacturers, wholesalers and retailers to enter a vigorous price slashing policy so that confidence may be reestablished in the minds of the buying public. The committee contemplates the fixing of prices on present day replacement basis, won the approval of the manufacturers' committee. A resolution by them will be referred to the conference tomorrow for consideration. If the conference approves a mighty drive will be started to end the buyers' strike, with every town and city of the country taking a part in the movement.

The adoption of the programme to be recommended to the conference with the further step of rotation of jobs, the shortening of working hours and curtailment of the work week ended the sessions of the committee on manufacturers so far as emergency measures are concerned. The committee on emergency measures will continue its work on a more permanent basis.

Effect to Be Permanent.

Reduction of prices to a present day replacement basis, while classed as an emergency measure, is expected to bring industry permanently. Yet it is the opinion of some influential members of the committee that the conference should go deeper into the subject to get revision of prices all along the line, including those for labor.

Subjects taken up tonight after the lunch break, as these will be taken up on Wednesday.

The committee on unemployment statistics called attention to a steady improvement in conditions in the last two months. Its figures measured the reduction since January, 1920, when conditions were booming.

The conference will assemble at 3 o'clock tomorrow to hear the various reports of committees on emergency measures, such as road building and public construction to give work to the jobless.

Alibis Clear Five

Police Abandon Theory of Revenge in Killing of Patrolman Rueschle.

New York, Oct. 4.—After another day of investigation into the murder of policeman Jos. A. Rueschle, who was shot dead Wednesday morning while on duty at 160th street and Riverside drive, the police were more convinced than ever last night that the policeman was not killed for revenge, but was the victim of some person who killed him to get away when Rueschle tried to place him under arrest.

All the evidence in the case which at first seemed to point to five men whom Rueschle arrested of September 1 and charged with having weapons in their possession has been investigated until it has been fully cleared up, and the men have been convicted of the murder. The District Attorney's office that some of them could have been present when Rueschle was killed. Two of them, Abraham Meckler and Edward Lewis, were released from custody yesterday after their alibis had been checked up and found to be reliable.

In investigating the story of Joseph Curry, one of the others, the police found a young man and woman, who have been looking for irrespective of Rueschle's murder in the person of Joseph Spitz and Anna May Morrissey. Curry lived with the pair at 450 West Fifty-third street. Spitz was wanted in connection with a robbery in the Bronx and the girl was a runaway. Detroit police have asked the police here to look out for her because her parents wanted her to come home. She was sent to Waverly House yesterday after she had told the police that she was a telephone operator in Detroit and eloped from there with a police man. He married her here, she said, and then left her, and later she met Curry.

Mrs. Rueschle was informed yesterday that she will receive \$5,000 and \$50 a month from the honor relief fund of the Police Department. Her husband's funeral will be held today.

MARINE NEWS

MINIATURE ALMANAC

| | High water a.m. | High water p.m. | Low water a.m. | Low water p.m. |
|----------------|-----------------|-----------------|----------------|----------------|
| Wed. | 2.00 | 2.25 | 8.21 | 8.48 |
| Thurs. | 2.40 | 3.11 | 9.10 | 9.37 |
| Fri. | 2.40 | 3.08 | 10.00 | 10.33 |
| Sat. | 4.38 | 4.58 | 10.51 | 11.21 |
| Sun. | 5.38 | 6.00 | 11.45 | 12.00 |
| Mon. | 6.41 | 7.03 | 12.26 | 12.43 |

PORT OF ST. JOHN.

Arrived Tuesday.

S. S. Governor Dingley, 2855, In-Sulls, Boston.

Coastwise—Sir Granville III 64 call-kins Annapolis Royal; Sir Keith Cann 177 McKinnon, Westport.

Cleared Tuesday.

Coastwise—Sir Granville III 64, Call-kins Annapolis Royal; Sir Keith Cann 177 McKinnon, Westport; Sir Wabana, 2676, Reside, Sydney.

FOREIGN PORTS.

Portland Me. Sld Sept. 30—Sch Mayflower, Boston for St. John; Sch Nellie Eaton, Boston for Farnborough.

Discharged Cargo.

S. S. Wabana, completed discharging coal at the Dominion Coal Company's sheds and sailed Tuesday morning for Sydney.

Cargo of Coal.

Sch Maid of Canada arrived Monday afternoon from New York with hard coal for George Dick.

Sch Ada A. McIntyre.

Sch Ada A. McIntyre arrived in Port Tuesday from New York with coal.

Docked at Liverpool.

Empress of France, from India, docked at Liverpool Saturday.

Due in Montreal the 9th.

Metagama, C. P. R., from Liverpool is due at Montreal on the 9th.

Empress of Britain Sails.

The Empress of Britain sailed from Quebec yesterday afternoon for Liverpool.

Off for Glasgow.

The Pretorian, C. P. R. left Montreal Tuesday morning for Glasgow.

Loading for London.

S. S. Dunbridge, C. P. R. docked at Montreal, Saturday to load back for London.

Made New Record

The White Star-Dominion liner Canada has just completed a trip which eclipsed all previous speed records made by this steamer, having arrived at Liverpool at 11 a.m. yesterday after a run of seven days and eight hours from Montreal. Her best previous trip was made on August 37th, last, when she completed the run from Montreal to Liverpool in eight days and seven hours.

Left on Saturday.

The Anchor-Dominion liner Saturnia left Montreal at 11 a.m. on Saturday for Glasgow with 120 cabin and 126 third class passengers.

Printers Submit To Proposals of N. Y. Employers

Agree to Arbitrate Their Demands for Reduction of Wages.

New York, Oct. 4.—"Big Six" Typographical Union agreed this afternoon to arbitration on a new wage scale with the New York Employing Printers' Association. A resolution was adopted at a mass meeting of 1,500 compositors in the Yorkville Casino on East Eighty-Sixth street, empowering the wage scale committee and officers to arrange for the arbitration.

The union, which has been termed "unfair" arbitration, assured the members that there was nothing for them to do but accept the mandate of the executive council of the International Typographical Union, which was to accept the proposal of the employers for arbitration.

John McPartland, president of the International Typographical Union, explained to the members the reasoning process of the executive council in reaching its decision. In contrast to his remarks he said that the wage scale committee of "Big Six" had made a mistake in insisting upon an irreducible minimum as part of an agreement for arbitration. This was resented by Mr. Rouse, who reviewed briefly the situation existing in this city for the last few years. Mr. Rouse declared that he was unalterably opposed to "arbitration upward," but favored "arbitration downward." The employing

Megantic Brought Noted Passengers

White Star-Dominion Liner Made Fast Run, With Big List.

Montreal, Oct. 2.—Notwithstanding two days of bad weather the White Star-Dominion liner Megantic made her usual fast time across the Atlantic and arrived in port from Liverpool at 3.45 p.m. yesterday, reporting no untoward incidents during the trip. She brought to Canada a total of 1,229 passengers, there being a total of 1,229 in all, 414 in the cabin and 627 in the third class. Amongst the latter, who were discharged at Quebec, was a baby boy, the child of Polish immigrants, who was born on the ship, and was christened David Megantic Wiseman.

A number of prominent people were amongst the saloon passengers who landed here. Sir Charles Sykes, member of Parliament for Huddersfield, England, and director of the United Newspapers Limited, of London, arrived on his way to New York, where he will spend some three weeks on personal business. Sir Charles said he was bound to recover from the general depression quicker than any other. Sir Charles was accompanied by his son, Mr. Benjamin H. Sykes.

Not Prepared To Fight.

It was asserted by Mr. House that the executive council had stated that but for the present financial condition of the international union they would have entered a fight with the employers. Later Mr. McPartland told the meeting that the present financial condition of the union and the employment situation throughout the country were decided factors against a strike.

Pending the arbitration the present scale of \$50 a week will remain in effect until December 1, next. The award of the arbitrator is to become effective on that day and may remain in effect for one year.

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