

Nova Scotia Challenger Trimmed Schr. Elsie.

**The Lunenburg Schr. Bluenose De-
feated Fast American Elsie by
More Than Two Miles in the
First of the International Races.**

1921 INTERNATIONAL FISHER-
MEN'S RACE.

First Race, Saturday, October 22nd.
(Course No. Three—39.3 sea miles.)

BLUENOSE, of Lunenburg, challenger;
actual elapsed time, 4:32.16.

ELSIE, of Gloucester, Mass., defend-
er; actual elapsed time, 4:55.25.

(By H. W. JONES, in Morning Chroni-
cle, Oct. 24.)

Saturday was Bluenose's day. A morning breeze that at one time registered thirty knots on "Casey" Baldwin's dinky little anemometer, drove Captain Angus Walters' big and beamy schooner to victory by 12 minutes and a half over the smaller Elsie, a distance, as it happened of about three miles. Marty Welch, as resourceful as ever, sailed a splendid race, and so did Walters. Each skipper worked his ship for the last inch of speed that was in her. The difference was in the schooners and, as Marty says himself, the best boat in the weather of the day won.

Marty Gave Elsie All Sail.

As usual, windward work was the deciding factor. The first three legs gave a reach, a run and another reach. The downhomer, with larger sail spread and longer water-line, had slightly the better of it off the wind, though Marty, a wise old bird of the sea, so manoeuvred his ship as to almost make up for this tiny disadvantage. On the wind for the fourth leg of the course it was a different story. Here the Canadian vessel, though kicking up her customary high bayonet of foam forward and heeling sharply to the puffs, was in her element. She lay over to her best sailing angle, ate into the wind in grand style and demonstrated a marked superiority over the defender on this point of sailing in this kind of weather. Marty had the stiffer boat. While Bluenose, under four lowers, had her lee scuppers decidedly awash, the Yankee fisherman, with more proportionate ballast, was stiff as a house. "She dipped her rail once or twice," said Marty, after the race, "and the bowsprit soured four or five of our crew but Elsie certainly stood up to it." All of which explains Elsie's mishap, the loss of her foretopmast on the thresh to windward. Realizing that his vessel could comfortably carry more sail than the Canadian, Marty gave her all the sail she wanted. The boat took it kindly and valiantly bore the spread of canvas. But there was a weak link in the rigging. As a squall, heavier than usual, hit the schooner the starboard foretopmast stay, an aged wire, snapped. Foretopmast and ba-

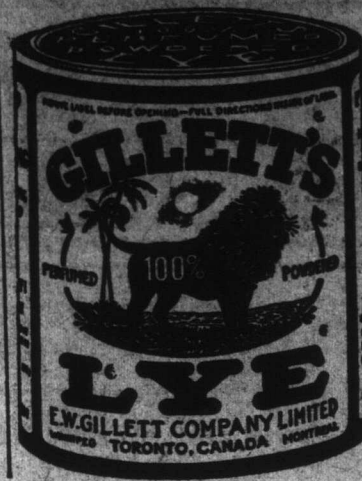
lloon were bunched in jig-time and jury-rig made of the stay by tackle. The veteran skipper thought it would hold and crowded sail once more. Bluenose had already opened up a wide gap on the wind and this was his only chance.

Foretopmast Broke.

But the concentrated strain was too much for that stay. It snapped again and the foretopmast, which had nobly done its part, broke off short a few feet above the mast-head. Marty could crowd sail no more for that day. His balooner and main-topmast were of no earthly use to him without a top stick to bend them to. But it made scant difference. Elsie lost a few minutes by this accident but she certainly did not lose the race thereby. Bluenose had already shown herself a faster boat on the wind in the first race. Captain Angus, who had set the jibtopmast just before the Elsie's stick broke, took the outer sail down again, just as a matter of sportsmanship. For the remainder of the windward work, the Canadian sailed under four lowers, while Marty sported main topmast. On the final reach home, of course, Elsie would have travelled faster with all sail, but here again Walters, a true sportsman, reduced his rival's handicap. Bluenose's staysail was not set, while Elsie's was.

Bluenose A Success.

If any further proof were needed, Saturday's race demonstrated that Bluenose is a complete success. Time was this summer when reports came from the Banks that Bluenose, designed by a Halifax yachtsman, W. J. Rote, as a possible contender for the international fishing schooner championship, was "a mighty good fisherman and a mighty poor racer." Her sea-try's fare proved the reports right in the first part; the elimination series and Saturday's contest have proved them sadly astray in the second part. How Bluenose and Elsie compare in light wind has not yet been demonstrated. Admirers of the Gloucester schooner say that she would have the advantage in a ten to fifteen knot breeze, with lots of short tacks. They argue that Elsie, being smaller, is quicker to answer the helm and would not be so long in stays as Bluenose. Supporters of the Canadian schooner, which is undoubtedly the favorite for the series, retort that Bluenose can beat Elsie at all points of sailing in any kind of wind, short of a drifting match, would be no contest, anyway. They say that Bluenose is no slouch coming about and, from the press-boat in the distance on Saturday, it really



from behind, Angus had his wife about him. Marty's bowsprit was at times perilously near the Bluenose, but it did not jar the doughty little skipper from Lunenburg. He kept on going. With the second mark still a quarter of a mile away, Walters, gybing, placed himself to weather of Marty, the challenger having decidedly the better of the manoeuvre. On the wind, Capt. Walters demonstrated his mastery of the principle of keeping the rival boat under his lee. He did not make one tiny mistake in the whole race and matched most successfully with the best skipper and fastest boat out of Gloucester.

Best Boat Won.

"The best boat won in the weather of the day," said Capt. Welch, captured by newspapermen the Elsie's cabin. "We had a good fair breeze. Loss of our foretopmast cost us a few minutes. Your people gave us a good welcome when we came home even if we were losing. But there's another race, and maybe two, coming. She's a fine vessel, the Elsie, a nice able craft, and it would take a smart boat of her size to beat her." Marty, who is a real sportsman and therefore a good loser, talked interestingly of the race. Congratulated on his start, in which he was only ten seconds behind the gun, he said that it was a pretty close shave, but that it was impossible to tell within three or four seconds just when a schooner was crossing the line. "If you don't get there first," he added, "the other fellow will." Asked about the lively luffing match between the two schooners, he said it was all part of the game. The water was shocking when Bluenose finally gave up the effort to get his weather. "We managed to keep with him almost to the second buoy," said Marty, "but in the eleven mile reach that followed, his big, long vessel gained half a mile. On the wind we gained on the Bluenose in smooth water, while she opened up on us in the sea. There was not much windward work," said the Gloucester skipper. "A few long and short tacks that's all. If we had it right dead to windward the Elsie might have done better, as she should be faster in stays than the Bluenose. I don't care about the courses; if you can't sail one course, you can't sail another," said Capt. Marty, when someone suggested that the next race should be over a windward and leeward course instead of from the start to a triangle and home.

Captain Walters' Statement.

At the Dockyard, Saturday afternoon there was strange death of persons on board his schooner there on his victory in the first race. The reason was not far to seek. Admission was only by pass and passes had been issued very sparingly. Just coming out of the focle where he had been taking a snack after the day's hard and trying work was Capt. Angus. Modest in victory, he did not want to talk about the race. "Oh, well," he said, when still pressed for a statement, "we sailed about three parts of a fairly good race. As far as the man goes, I just want to say that Captain Welch is a very good skipper. And the Elsie too, she's a very good boat. The man or ship that stacks up against these they're both hard to contend with. I hope to win on Monday, but I'll have to look mighty slippy to do it." Questioned about hauling down his jib topmast just after Elsie's loss of foretopmast, which those on the press boat believed had been done out of sporting spirit and not through necessity, as the sail had only just been hoisted, Captain Walters said: "We were men enough to douse our jib to give the other boat a fair show." And he added with a smile, "Of course, if he had been right on top of us, I don't know whether or not I would have dropped that sail." If Bluenose's skipper was not inclined to talk about himself, those who followed the races were. While Marty had the better of the start by 39 seconds, it is pointed out that the Lunenburg fisherman put his boat to weather and had better way on when he crossed the line. As for the luffing match soon after the start, Capt. Angus is credited with having come out of that very nicely. He had Marty on the jump all the time, menacing his weather quarter and threatening to give Elsie a large and handsome blanket. When this sort of thing had gone just far enough, Angus bore away for the buoy, the proper thing to do. Then again during the run on the second leg, with Elsie coming

Fast Time Made.

A feature of Saturday's race was the fast time made by the schooners. Bluenose's time for the course of 39.3 sea miles, 4 hours, 32 minutes and 16 seconds, actual elapsed time, was really faster than her record in the elimination race of a week ago, when she covered the course of 39.85 sea miles in actual elapsed time of 4 hours, 29 minutes and 3 seconds. On Monday last there were only nine miles of windward work, while on Saturday the thresh was on a leg of 11.3 miles, the schooners covering more water on this stretch on the wind than they would for the shorter one. In addition to this the luffing match soon after Saturday's start made the schooner cover about a mile of extra water, their whole course probably amounting to 50 miles. Bluenose's fastest time on Saturday perhaps was made on the reach from South East Automatic Buoy to Shut In Island Bell, a distance of exactly nine miles. The Lunenburg schooner covered this in 41 seconds and 49 seconds, or at the rate of 12.87 miles an hour.

Crews Evenly Matched.

They said when Elsie came here that her crew were highly trained and would handle sail faster than the Lunenburgers. It was the wrong hope. The two crews, for that, could be seen, were evenly matched. Bolly Knickle was a tower of strength on the Bluenose and all the watchmasters were right on their job while the men under their direction worked skillfully and fast. "Mickey" Hall, Capt. Marty's wizard aloft, had a busy day and he deserves credit for the smart way in which he and his assistant stalwarts handled the situation when the foretopmast stay parted, followed by the stick itself.

The Rival Skippers.

Captain Martin Welch, who is 55 years old, was born in Digby, Nova Scotia. His father, Martin Welch, died when he was ten years of age. From Digby the family moved to Plympton, Digby County, where Walter Welch, Stipendiary Magistrate, Marty's uncle, resided. In 1878 Marty went to Gloucester to follow the sea. He has been a skipper for about twenty-five years. Among the vessels he has commanded are the Luella, Titian, Navaho, Lucania, Killarney, Benjamin Smith, Thelma, Esperanto and now the Elsie. At present Marty is part owner of the Thelma, a mackerel seiner. Captain Marty's wife is a Gloucester lady. He has two sons and two daughters. One of the sons is at Dartmouth College, another is in business in Saskatchewan. One son was killed in the great war. None of the children have followed their father's calling.

Captain Angus Walters, who was born and bred in Lunenburg town, is 33 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

And Now Begin Long, Cold, Nippy Winter Days

EVERY MAN LOOK TO HIS
WINTER WARDROBE.

Jack Frost's on the rampage, sent his courier the warning note in chilly winds. Got the nip too on some fellows who were without cosy things to wear. Fortunately we're prepared with a good, big, generous stock of warm, winter goods.

A SURPRISE IN Overcoats

Man! these coats hit your style-kink—and when shrill winds whistle there's solid protection behind the big storm collar. Straight from America, where "look" stands big. Big, full-pleated back. Can be worn with or without belt. Finished and garnished here and there with the little touches that make all the difference between common and uncommon. Wait! don't buy a coat until you see these . . . \$55

IT'S NOT TOO EARLY FOR Winter Caps

Don't risk a chill. Weather changes like an angry lion. Buy head comfort at the new prices. Get your cap now; have it on hand when you need it . . . \$2.50, \$3, \$3.25, \$3.50

the West Indies. He has specialised in fishing, however, and has ranked among the high-liners of the Lunenburg fleet. Among the vessels he has commanded are the Muriel Walters, which took second place in last year's Nova Scotia race, and now the Bluenose. Captain Walters has three children and he is proud of them. Mrs. Walters was formerly Mrs. Donald L. Silver, Gilbert B. Miss Tanner, of Lunenburg.

FOR CHILLY MORNINGS

Jaeger Underwear

Fine, Pure Wool puts red-fire warmth into frozen veins. Invalids, aged people find it a boon. No other so good. Unshrinkable. On suits, two-piece suits; light, medium and heavy. New, low prices.

Stanfield's

FOR RUGGED WEAR.

For rough, sturdy wear Stanfield's is unequalled at the price. And the warmth is there. Silk and wool for these who like the finer things of life; rugged, coarser grades too.

Two-piece . . . \$6.00
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DENT'S AND PERRIN'S

Tan Cape Gloves

AT LESS THAN MAKER'S COST.

Four or five dozen Tan Cape Unlined Gloves at a trifle of their real value, to clear the shelves. You'll need them for Xmas but this price won't hold. Buy now. Were \$4.50 and \$5.00 . . . \$2.50

Kearney's

Walters, which took second place in last year's Nova Scotia race, and now the Bluenose. Captain Walters has three children and he is proud of them. Mrs. Walters was formerly Mrs. Donald L. Silver, Gilbert B. Miss Tanner, of Lunenburg.

Help the Orphans by attending the Recital to be held in the Methodist College Hall, Tuesday, Nov. 15th.—Oct. 25, 1921.

Rescue Ship Picks Up Shipwrecked Mariners

Copenhagen, Oct. 7.—The Danish government in April appropriated 900 kroner, to defray the expense of sending the ship, Teddy, to the east coast of Greenland to search for the East Greenland Trading Company ship Dagny, which had been dispatched from Copenhagen in the spring of 1920. Since then, nothing had been heard of her. A cablegram from Akureyri, Iceland, reports the safe arrival there of the Teddy. On July 17, she observed a distress signal on Walrus Island and sent party across the ice to investigate. They discovered the Dagny's captain, Hansen, at German harp station. It appears that the Dagny became iceblocked on August 8, 1920, 30 miles east of the Shetland Islands. Part of the crew had previously landed at some newly established stations, and the remainder had reached land on an ice floe. Before they were rescued by the Teddy, however, three of them perished, two succumbing to scurvy and the third being killed in an encounter with a polar bear. The Teddy, herself, was icebound from August 24 to September 1.

"La France."

"La France," a copy of the first number of which has just reached us, is a publication of more than ordinary interest and to those learning French it should prove of great value. The paper consists of four pages of interesting reading matter, some original but chiefly culled from the columns of the leading French journals and read in conjunction with the French text books in schools, would undoubtedly cause the pupils to master more interest. The publishers are Evan Bros., Ltd., Montague House, Russell Square, London, W.C.1, England.

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Ten (10) different varieties
Filled Dates, Parisian Sweet
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price to Bazaars, Parties, etc.
Samples sent on request. Com-
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Our Stock of Men's Overcoats Cannot be Equalled Anywhere in the City

Heavy Brown and Navy Military Cloth,
double breast, lined on shoulders and
sleeved; half belt, side pockets . . . \$38.00

Heavy Dark Olive Green, double breast,
lined throughout; straight pockets, cuff
effect, with strap and half belt . . . \$26.50

Heavy Dark Grey, double breast, lined
throughout; straight pockets, cuff
effect, with strap and half belt . . . \$26.50

Heavy Heather mixture, double breast, lined
throughout; straight pockets, cuff ef-
fect, with strap, plain back . . . \$27.00

Heavy mixed stripe, double breast, lined
throughout; straight pockets, cuff ef-
fect, with strap and half belt . . . \$30.00

Light weight Coats in Brown Tweed, with
military back, patch pockets, lined on
shoulder and sleeves, belted all round \$38.00

Heavy Dark Grey, double breast, lined
throughout; full belt, large pocket, \$24.50
cuff effect with strap . . .

BOYS.

Heavy Mixed Grey, double breast, straight
pockets and half belt . . . \$18.80

Heavy Mixed Light Grey, double breast,
patch pockets, half belt, lined through-
out, plain back . . . \$13.25

YOUTHS.

Mixed Grey, single breast, velvet
collar, lined throughout, plain back . . . \$19.00

Heavy Mixed Light Grey, double breast,
patch pockets, half belt; lined through-
out . . . \$13.50

ANDERSON'S,

Water Street. . . St. John's, Nfld.

You remember the story of the Pitcher—

It made a good many trips to the well and it came
back in good order.

"I can take care of myself," it said—"they don't
need to talk about risks to me."

But it went once too often.

After that it was only part of a pitcher, and they
didn't need to talk to it about risks—it knew.

A lot of people won't believe tea or coffee can
harm them until it does harm them.

"Nonsense!" they say, "it never disturbs me."

When it does disturb them, then they know.

Often the disturbance which they then recognize
is the result of irritations to nerves and digestion
which have been going on for a long time.

If you have to lie awake at night and count the
clock ticks, after an evening cup of tea or coffee, then
you know that it's better to be safe than sorry.

The risk of tea or coffee's harm is gone when the
meal-time drink is Postum.

Here's a delightful and satisfying table beverage,
with charm for the taste and without harm for nerves
or digestion. You know you're on the right road with
Postum; there's never the possibility that you'll go
once too often.

Postum comes in two forms: Instant Postum (in tin) made instantly
in the cup by the addition of boiling water. Postum Cereal (in packages of
larger bulk, for those who prefer to make the drink while the meal is being
prepared) made by boiling for 20 minutes.

There's a Reason for Postum

Made by Canadian Postum Cereal Co., Ltd., Windsor, Ont.

