

FISHING FLEETS CLASH TODAY IN U. S. DEFENDER ELIMINATION RACE

GLOUCESTER AND BOSTON KEEN TO PROTECT TROPHY

Both Cities Have Historic Record As Builders of Swift Vessels.

BOSTON HAD LIGHTNING

Fastest Clipper That Ever Spread Sails Launched in 1854.

BOSTON, Oct. 12.—Rivalry between the fishing fleets of Boston and Gloucester for the honor of defending the international trophy in the fisherman's race of Halifax, N. S., will be put to a test today in the elimination race to select the American defender.

Both cities have furnished some of the ablest and fastest vessels that have ever flown the American flag. The swiftest sailing ship that ever spread canvas to the winds of heaven was launched at Boston.

This was the extreme clipper Lightning, launched at the beginning of the year 1854, from the Boston shipyard of Donald McKay, a native of Nova Scotia, and the premier designer of American clippers in the classic age of the sailing ship.

Rush to Gold Fields.

When the rush to the gold fields of the Yukon was at its height, James Baines of Liverpool, Eng., managing owner of the Australian Black Ball Line, ordered four ships from McKay, and all were delivered in 1854. The first and most famous of these ships to take the water was the Lightning, of 2,684 tons; quickly followed by the Champion of the Seas, 2,445 tons; the James Baines, 2,515 tons; and the Donald McKay, 2,593 tons, next to the Great Republic, the largest clipper ever built.

When the Lightning was ready for sea, Baines sent the ablest captain in the Australian Black Ball Line, James N. Forbes, to take command of her. Forbes had made his reputation as commander of the Marco Polo, the fastest clipper ever built in St. John, New Brunswick. He set the pace over the great ocean race course between Liverpool and Melbourne, Australia.

One of the first shipmasters to follow the great circle course into high southern latitudes when "running his sailing down" (sailing eastward), Forbes had clipped weeks off the previous passage from England to Australia. "Bully" Forbes, as he was known among sailors, was a hard driver of ships and men when at sea—though there is no positive evidence that he was brutal in his methods—but ashore he was a mild-mannered man who regarded himself as an authority on theological matters.

Meets Capt. McKay.

In Boston he met Capt. Lauchlin McKay, who had made some remarkable passages in the Sovereign of the Seas and other clippers, and who at the time was out of a command because the huge clipper Great Republic of 4,555 tons, which Donald McKay, his brother, had built to smash the records in the Australian trade, had recently been badly burnt in New York. Forbes got into an argument on the subject with McKay, and as they were still disputing when the Lightning was ready to sail, he invited McKay to accompany him on the voyage. He was agreed to continue the argument, and incidentally have assistance in handling the latest creation of the Boston shipyard.

The Lightning left Boston in mid-February, bound for Liverpool. Outside Boston Light the two captains forgot all about their argument and devoted their attention to tuning up the big clipper for the dash across the Atlantic. In the hands of these two noted shipmasters the Lightning put her best foot forward, and developed a speed not known to any other clipper on subsequent voyages, an unusual thing for a clipper on her maiden voyage.

Although she encountered an unusual percentage of contrary winds for a season of the year, she made the run around the north of Ireland to Eagle's Island in 10 days, and to the Cape of Man, within 38 miles of Liverpool, in 12 days, and anchored in the Mersey in 13 days 19 hours from Boston.

Great Day's Run.

At noon on February 28, while bearing up for the North Channel with a strong southerly gale sweeping through her tall spars, the Lightning began the greatest day's run ever made under canvas. During the following 24 hours, she carried away her foremast, mainmast and other sails, and with the ship plunging wildly in a heavy sea, it took some time to bend new sails. In spite of this handicap the thoroughbred clipper made a run of 435 nautical miles in 24 hours, and won the distinction of leaving behind her in a single day more miles of salt water than any other sailing ship that ever plowed the seas.

Although Forbes allowed the James Baines to establish the record from Liverpool to Melbourne, 63 days, the Lightning made the record for the round voyage, also 63 days. On this record passage the Lightning was ballasted with \$5,000,000 worth of gold dust and nuggets. She ran 3,722 nautical miles in 63 consecutive days, making 42 miles in one day.

Many of the Boston-built clippers made noon-to-noon runs, which marked them as the speediest craft afloat in heavy weather.

424 Miles in 24 Hours.

The Sovereign of the Seas ran 421 nautical miles in 24 hours; the Donald McKay, 421, and the James Baines, when commanded by a British captain, 420 miles.

The best day's run recorded for an American clipper was that of the Vigilant, on a voyage to Scotland, 255 nautical miles, or 10.62 knots.

After the American clippers abandoned their bid for the commercial primacy of the seas, the British-built clippers made remarkable voyages. The Thermopylae, owned for many years by Robert Balfour of Montreal, ran from London to Melbourne in 63 days, equalling the James Baines' record from Liverpool to Melbourne. But the most famous British-built clipper, the Thermopylae, was not the only one. The moped and the Cutty Sark, were less than half the size of the Boston clippers, and though they were not built in moderate weather, they lacked the

speed of the American clippers.

What Dr. Pierce's Favorite Prescription has done for other mothers, it will do for you. Get it this very day from your neighborhood druggist in either liquid or tablet form, and write Dr. Pierce's Invalids' Hotel in Buffalo, N. Y., for free confidential medical advice or send 10c to Dr. Pierce's Laboratory, Bridgeburg, Ont., for trial pkg. tablets.

ARE YOU FRAIL?

Read This

London, Ont.—"I take great pleasure in recommending Dr. Pierce's Favorite Prescription as I received great benefit from its use. I have always been in frail and delicate health. I married late in life and I was in my fortieth year before becoming a mother. Dr. Pierce's Favorite Prescription carried me safely through. My lovely little girl is now four years old. I still take Favorite Prescription when I feel the least bit weak or rundown and it always builds me up."—Mrs. J. G. Baldry, 237 Clarence St.

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ARE YOU A MOTHER?

Health is Your Most Valuable Asset. Here is How to Take Proper Care of It.

Hamilton, Ont.—"I was advised by a practical nurse to take Dr. Pierce's Favorite Prescription as a tonic during pregnancy, and I have had every reason to be grateful for her advice, because it kept me in perfect health and I had practically no suffering. Doctor Pierce's Favorite Prescription not only benefits the mother but I am positive that the child is benefited too. I would not hesitate to recommend Dr. Pierce's Favorite Prescription to every expectant mother."—Mrs. C. Spike, 46 Hess St. N.

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sail-carrying power of the big and broad-band American craft.

Gloucester Rests

Best Hopes On Elsie

GLouceSTER, Mass., Oct. 11.—The fisheries were forgotten in this fishing port tonight and talk was all of tomorrow's ocean race of schooners for the championship of the New England coast and the right to represent it in the forthcoming international series at Halifax, N. S. The Gloucesterman is, however, winner over the Canadian Delaware a year ago, having gone down last spring, the race is to pick the defender of the trophy she won.

Five vessels, fishermen all, sought the honor of defence. Interest lay largely in the Elsie, largest of the lot, with the best records for runs to the back and back at the command tomorrow of Marty Welsh, who was skipper of the Esperanto.

In light airs today, the Elsie slipped through the water in a trial spin in a manner Captain Marty said was altogether satisfactory. The race will be boat for boat without handicap or time allowances.

There are wide differences between the vessels, however, as shown by the following descriptions:

Schooner.

Arthur James 135 103.4 24.8 10.6 16

Elsie G. Silva 106 101.7 22.8 10.3 6

Ralph Brown 109 96.4 23.3 11.5 7

Philip P. Manta 111 22 9 11

Elsie 137 106.5 22 11.5 11

All vessels racing will carry the maximum crew allowed under the rules, 25. They must be bona fide fishermen.

The start over the 40-mile course will be made at 10 o'clock with direction depending upon weather conditions.

Says Liberals Will Sweep Nova Scotia

E. H. Armstrong, Minister of Mines, Reviews Situation.

TORONTO, Oct. 11.—Mr. E. H. Armstrong, minister of mines and public works for the Province of Nova Scotia, and member for Shelburne County, was a visitor in the city today.

Nova Scotia's hydro-electric commission is the main reason for Mr. Armstrong's presence, though he has business with the Canadian National Railway as well.

Mr. King's meetings in the Province of Nova Scotia have been overcrowded ones," said Mr. Armstrong. "And without being unduly optimistic I predict a large majority for the Liberal party in the province. Never since the confederation has there been such keen interest shown in the political situation and in the forthcoming elections record figures should be polled."

Mr. Armstrong had much to say about the coal industry of Nova Scotia. "During the war the demands of munition plants and for bunker coal robbed us of the St. Lawrence market, where we previously sold 2,000,000 tons of coal annually."

"Nova Scotia coal is a fine bituminous coal, excellent for household and metallurgical purposes, and we are making every effort to increase our business in the province. In this respect we invite the co-operation of the Province of Ontario, and when we have got it both provinces will undoubtedly largely benefit."

Speaking about the state of business in the province, the Hon. E. H. Armstrong said that while there had been a bad season for the coal industry and also some unemployment as the result of a lack of work in such factories as those of the Canada Car Company, the situation in Nova Scotia was not as serious as he would judge it to be in Ontario.

"There are at present few new public works in course of construction in Nova Scotia. Though we are greatly enlarging the hospital in Halifax and building a ferro concrete bridge across the Annapolis River."

"I predict a prosperous future for Nova Scotia. The shipbuilding industry has begun to pick up again and in the agricultural districts things are reasonably satisfactory. The farmers have no great organization in Nova Scotia though a candidate has been nominated for Colchester County."

RAINS HALT SCHOOL FIELD DAY PROGRAM

The public school field day, scheduled for Wednesday afternoon, has been cancelled, was the announcement made by V. K. Greer, assistant school inspector, Tuesday night. The track at Queen's Park is in such a bad condition, after the heavy rains of the last three days, that it would be impossible to stage any sport events.

If the weather is favorable, the field day will be held on Friday, Oct. 21.

GUELPH TO HAVE NEW SCHOOL.

GUELPH, Oct. 11.—Guelph Board of Education approved the recommendation of a special committee to erect a new and modern \$300,000 combined collegiate institute and vocational training school. The plans call for a building 247 by 206 ft. to be erected on the present collegiate campus, and they have been approved by Dr. F. W. Merchant, director of technical education of the Ontario Department of Education. Application for the Government grant was made today.

Home On Wheels Has All Necessary Modern Comforts.

SIMCOE, Oct. 11.—Fitted up with every modern convenience, even to a pencil sharpener, an auto which has made a tour of 35,000 miles is leaving here this evening for London, on its way to Sarnia, thence to Grand Rapids.

Mr. and Mrs. R. B. Brenan, 1520 Ottawa Drive, Toledo, after returning from a jaunt through California, Texas and Florida, left on June 15 for a trip to Charlottetown, Prince Edward Island, where they visited Mrs. Brenan's mother, taking the trip by easy stages through the Northern States. Mr. and Mrs. Brenan took four weeks to reach Simcoe. They are visiting C. M. Kitchen of Victoria, one of Norfolk's oldest residents.

CELEBRATE HAPPY EVENT OF FIFTY YEARS AGO IN AYLMEY

LEGATEES DISPUTE WILL OF CHAS. SMITH

Hearing Still in Progress When Assize Court Rose.

ST. THOMAS, Oct. 11.—The fall assizes were opened by Mr. Justice Macdonald this afternoon with one civil case on the docket, being an action brought to determine the validity of the will made by the late Charles Smith of Southwold, in which is involved the distribution of \$50,000. The major part of the estate was given by his nephew, Hiram Smith, and Mrs. Smith. The other legatees are contesting the legality of the document and declare that the testator did not know what he was doing at the time of the will and that it was not properly executed. The hearing of the case was not concluded when the court adjourned tonight, until 9:30 tomorrow morning.

True Bills Found.

True bills were found by the grand jury in the indictments laid against James Conway, alias Chapman, and Frank Clarke, alias Wood, of stealing from the person of Leslie Thompson, St. Marys, at Port Stanley, and Mr. Paris, Parkhill, a teacher in Vienna High School.

Mr. Thompson's pocket was picked of \$50 at Port Stanley and Mr. Paris was tripped as he was entering a car at the L. & P. S. station and about \$250 pulled from his hip pants pocket.

Jackson's Sale \$11,000.

The sale of livestock at the old Jackson homestead, Southwold, yesterday afternoon realized \$11,000. Thirty-five cows brought from \$60 to \$110 and the prices of fifteen horses ranged from \$35 to \$200. About 300 hogs were disposed of, the small ones bringing from \$6 to \$20. Sows were sold from \$25 to \$35.

Serious Auto Accident.

The car overturning in a small ditch on Taber road near Fingal last night, A. W. Talley, 140 Manitoba street, was seriously injured and is now being treated at the Annapolis Hospital. His companion, Arthur Heald, escaped with a few bruises. Mr. Talley was driving the Neal Company motor delivery car when part of the fender caught on a pile of lumber and the car tipped over, carrying the occupants. The city motor ambulance brought Mr. Talley to the hospital.

A Generous Response.

A feature in the men's anniversary

for one week for the theft of a gold watch, admitted to Provincial Officer Finlay Lowe today that he had served seven years imprisonment in England on various theft charges. Six years were served on two charges of theft, and two six-month stretches on similar charges. Provincial Officer Lowe has taken Saunders' fingerprints, and sent them to Scotland Yard for a report. Saunders may be deported to England. He will be held here pending the report on the fingerprints.

APPOINT DEPUTY LABOR MINISTER

TORONTO, Oct. 11.—James H. H. Ballantyne of this city was appointed today a deputy minister of labor in the province of Ontario. He will assume his duties next Monday at a salary of \$4,200 per annum.

Mr. Ballantyne has for the past four years been connected with the London Guarantee and Accident Company of Toronto, as claims adjuster. He has also occupied prominent positions in labor circles.

DIES WHEN EXPLOSION WRECKED DETROIT STORE

DETROIT, Oct. 11.—One person is known to have been killed and two injured seriously tonight by an explosion that wrecked a wholesale grocery on St. Aubin avenue. Police began a search of the debris in the belief that some of the occupants of apartments in the upper floor might have perished.

Joe Carson, proprietor of the grocery, was unable to explain the explosion or give the police a clue. The "black hand" squad was assigned to make an investigation.

ADMITS HE HAS POLICE RECORD IN OLD COUNTRY

CHATHAM, Oct. 11.—John Saunders, a farmhand, who has lived in this country for about one year, and who was remanded to jail on Friday last

Everybody knows that in Canada there are more

Templeton's Rheumatic Capsules

Sold than all other Rheumatic Remedies combined for Rheumatism, Neuritis, Neuralgia, Sciatica, Lumbago, etc.

Many doctors prescribe them, most druggists sell them. Write for free trial to Templeton, Toronto.

Only the Best by Test Electrically.

Here is an opportunity to enjoy the comforts of a continuous hot water supply at but a small cost. It is another of the real benefits which Niagara power has brought to the people of London and Western Ontario, and it comes at an opportune time, when gas prices are soaring.

THE HYDRO SHOP

Operated by the Public Utilities Commission. Dundas and Wellington Streets. Phone 7,000.

Service Is Our First Consideration.

ONLY \$2.70 Per Month

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