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Marine News

Term schr Le Blanc is leaving at Digby for New York

Star Yalinda, Capt. E. H. Lewis, arrived here Saturday night from John and sailed again Monday

Aux schooner B. C., Capt. Saml, note is here from Tiverton via a cargo of fish which is being exchanged for apples and farm produce

The schooner Levuka, Capt. Tupper, will load lumber at Port Wade for John. The cargo will be shipped by James Morrison.

The Yarmouth schooner Grace Anderson, Capt. William Murphy was at Digby Monday and hailed the 1000th fresh halibut.

Chief Officer Arthur Sweetser, of the Digby-St. John liner Empire, is spending a week's vacation with his family at Yarmouth north.

The Yarmouth schooner Roseway, Capt. Flew, arrived at Yarmouth Monday with a fare of 17,000 fish halibut and 5,000 of salt stack.

The term schooner Penelaud of Annapolis Royal arrived at Victoria Haven from Parker's Cove by ship and proceeded October 23 for New York.

Ernest Morehouse, of Sandy Cove, is shipping a large quantity of fish to Halifax. The steamer Penelaud and the auxiliary steamer Panda and Blanche are bringing fish to Digby.

Aux schooner Aviator, Capt. Anderson, sailed Sunday for George, N. E. to load pulp for Port. She was piloted down river by Capt. E. H. Lewis and anchored between Annapolis and Port Island.

Monday's St. John Telegraph reports the three masted schooner Adonis, owned by Adonis & Co. of Wolfville (N. S.), has drifted ashore opposite Pleasant Point and is fast being battered to pieces. The crew, according to a message from Joseph Halloway, was picked up by the passing steamer. The Adonis was built at Bridgetown (N. S.).

Everything is now in readiness for the big international fishing schooner race of Halifax next Saturday between the Gloucester Esperanto and the Lunenburg

A Dyspepsia Cure M. D. advises: "Persons who suffer from severe indigestion and constipation can cure themselves by taking fifteen to thirty drops of Extract of Serravallo's Carative Syrup in the drug trade." Get the genuine. 50c and \$1.00 Bottles.

Remember that Every added Subscription Helps to make This paper better For everybody

# The Weekly Monitor

Featuring the News of Annapolis and Digby Counties

VOL. XLVIII—No 81

BRIDGETOWN, ANnapolis COUNTY, N. S., WEDNESDAY, NOVEMBER 3, 1920

TERMS:—\$2.00 per Year in Advance.

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Extra Fancy Barbado Molasses 5 gals. at \$1.55  
Corn syrup, Crown brand 10 lb. tin @ \$1.85  
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## FOUND BODY OF CAPT. LOHNES

Master of Schooner in Carnival Race Found by Military Police

HALIFAX, Oct. 28—The body of Captain Calvin Lohnes who was lost from his schooner, the Ruby L. Pentz, Oct. 12 off the Ocean terminals was found floating in the harbor about 50 yard north east of George's Island at 8.45 yesterday afternoon by Constable Conrad of the Royal Canadian Military Police stationed on the island.

At the time he was lost Captain Lohnes was starting on the trip home with his schooner, after participating in the Nova Scotia Fishing Schooner race the previous day. On seeing the body, Constable Conrad, accompanied by Sergeant Austin, took a boat out and brought the body to shore. Police headquarters were telephoned and arrangements made there to have it taken to Snow's undertaking parlors. The body was then taken from George's Island ashore to King's Wharf by the two men who picked it up assisted by S. T. Howells of 56 East Young Street, who was on the island at the time.

On landing the body was identified and word telegraphed to relatives of Capt. Lohnes. His brother, Joshua Lohnes, will come to the city today and take the body home. Examination of the remains show them to be in a good condition. Several cuts around the head are the chief disfiguring marks. The circumstances of Captain Lohnes' death are too sad to be forgotten. He was the boy captain of the fishing schooners which assembled here to contest in the big race, and although only 23 years old had sailed in the position of command for over four years. He had been one year on the Ruby L. Pentz, managed by the LaHave Outfitting Company. He himself was a part owner of the schooner.

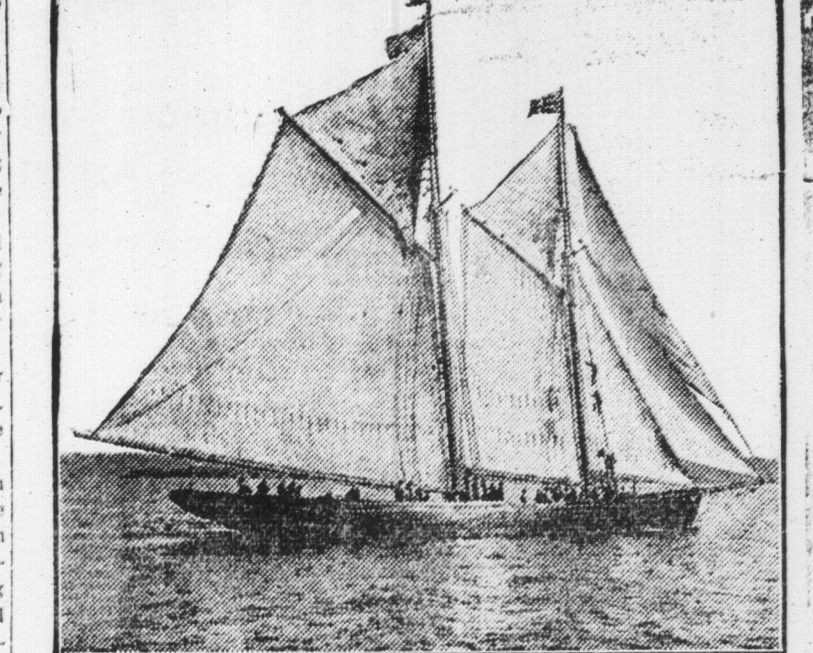
He was known throughout the Nova Scotia fleet and his reputation was the kind to be envied most. At 11.15 on the morning following the race this schooner pulled out from her docks for the return home. Off the Ocean Terminals Captain Lohnes, smiling as was his wont, came from his cabin, and while the big mainsail was being hoisted aloft he prepared to take his place at the wheel. A puff of wind came, he was struck, and thrown overboard. Frantic efforts were made to rescue him; something for him to grasp was thrown in the water and a dory launched in an twinkling, but he made no effort to save himself beyond treading water a little, and he had disappeared when the boat reached him. The place has been dragged by dozens of boats, and divers have joined in the search, but to no avail.

Until chance lent its aid yesterday there appeared to be little hope of the recovery of the Captain's body. Captain Lohnes was born at Rosebay, Lunenburg County, and is the son of Rufus Lohnes. The death of Calvin Lohnes came as a sad sequel to the great race of Nova Scotia's pride off the harbor, which was such a brilliant event, now on the eve of a similar event, increased to international scope and an outgrowth of the one which Captain Lohnes and his kind made memorable a great relief will be given the minds of all by the recovery of the body.

## Schr. Esperanto Wins The International Race

Gloucester Schooner Better Prepared and Carefully Handled. Lunenburg Vessel Not Sufficiently Tuned up to Meet the Yankees

From the time the MONITOR representative boarded Friday's east bound express until the present moment practically the only thing discussed within his hearing has been the great international fishermen's race, United States being represented by the Gloucester schr Esperanto, whose skipper is Capt. Martin Welsh, native of Digby, N. S., and Canada represented by the



SCHR. ESPERANTO, WINNER OF THE INTERNATIONAL RACE

commanded by Capt. Thomas Himmelman, of Lunenburg, a part owner of the vessel he sails. The parlor car attached to Friday's east bound express, judging from appearance, was owned by American sports, the stars and stripes being liberally displayed at every opportunity.

During the short stop of the express at Kentville the taps in the root beer kegs in the restaurant were too small, running full open, to supply the "Sports" drinking capacity and the American dimes, of which they are so proud, were thrown on the counter regardless of number, so eager were they to pay for each other's drink, which appeared to be the centre of attraction for our visiting neighbors from across the line, these "Sports" received hearty greetings from the hundreds of yachtsmen, fishing vessel owners, skippers and crews from the various American vessels in port, together with officers and men and boys from the fast U. S. A. Destroyer Crownshield 134 and a score of American newspaper and magazine writers, moving picture operators, special wireless men, etc., all telling, almost at the same time, what they knew about fast vessels, yacht racing rules of the road, the time being far too short between then and the hour of the race the next morning to tell what they didn't know.

Saturday morning about 3.15 members of the sailing committee, Halifax newspaper men, Canadian Press representatives, moving picture men, special wireless operators, representatives of various provincial Boards of Trades and others boarded the C. G. S. Tyrion in command of Capt. Peters, at Pier No 24. The Bridgetown MONITOR was the only provincial newspaper directly represented from outside the city of Halifax during Monday's race. He received a hearty greeting from the members of the sailing committee, from brother yachtsmen and newspaper men and, from a prominent position on the bridge, was able to obtain a complete story of the race and the official time at all the buoys.

At 7.45 the schr Esperanto towed down the harbor passed the terminals with Capt. "Marty" at the wheel, her crew busy hoisting her four lowers and breaking out her light sails aloft. She carried a small fly or

third mark, both took in main top mast staysails and foregaff-top-sails, but the run to Shut in Island bell buoy was not sufficiently dead before it to allow winging out of foresails or "scandlizing", staysails S. E. Automatic was turned by the Esperanto at 10.14.50; Delawana at 10.17.54—3 minutes and 4 seconds behind. With sheets well off, both vessels were doing good work considering the moderating of the wind and the heavy ocean swell which continued outside during the day. The Tyrion was now running "full" and making about 10 knots. The racers were gaining on us and must have been doing eleven.

They passed us during the run to Shut in Island bell buoy. The Esperanto turning this mark at 11.01.15. She immediately went on starboard tack and set fore top sail. The Delawana passed the buoy at 11.07.09. Both vessels now began the beat of 11.25 miles to windward to Inner Automatic. The Delawana with Capt. Himmelman's brother at the wheel, spilling tacks with Capt. "Marty", standing towards the Eastern shore on the port tack.

This long beat to windward in the light wind and heavy swell proved the most 'treasure part' of the race. The Tyrion steaming to windward toward the Inner Automatic soon left the racers far astern. The sailing committee and newspaper men before this part of the race enjoyed luncheon on board the Tyrion but their were always two or three of the party on the bridge to report the movements of the racers, noting the time of each tack. Nearing the Inner Automatic the Tyrion was slowed down and finally stopped to allow the vessels to catch up and the committee to take the official time.

The Esperanto turned this mark at 2.17.55 eased off her sheets and started up the harbor, 6.4 miles north to the finish line. The Delawana turned the buoy at 2.39.00. The breeze now slightly freshened and the Lunenburg schooner began to gain on her rival.

The finish was as follows: Esperanto 3.01.05; Delawana 3.19.25; being defeated by 18 minutes and 25 seconds. The races and committee boats were followed around the course by the U. S. A. Destroyer Crownshield No 134, the Lunenburg schr Gilbert B. Walters, several Gloucester seiners in their winter rig (which had to keep their auxiliary motors going to keep up with the racers) tugs and pleasure craft.

At the Halifax hotel when talking to a number of Digby sports "Marty" whose voice had almost left him, and could just whisper, said Digby always wins. An American said he could restore Marty's voice at a drug store in less than fifteen minutes. Mr. Frank L. Anderson and Mr. Willard Reed represented the Digby Board of Trade on the C. G. S. Tyrion.

Mr. H. H. Marshall, of Digby, Fishing Officer for Western Nova Scotia was a guest on board the Gloucester seiner Squanto among whose crew is Fred Durling, of Brighton, Digby County.

Mr. Ernest Ellis, of Digby was a guest on board the Gilbert B. Walters. Capt. Edw. Keans, of Port Wade, held a responsible position on board the Delawana. Mr. A. D. Merkel, formerly of Digby, was a busy man reporting the flash bulletins to the wireless staff.

Among those arriving in the city to see Monday's race were: Gilbert Langtry, Yarmouth Herald; J. A. Fisher, Pictou Advocate; Capt. David Hayden, Port Wade; James W. Main, Canoe. Sunday morning hundreds of people visited the wharves and went on board of the racers. During the afternoon the Delawana

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