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GLOUCESTER SCHOONER WON THE FIRST RACE

The Delawana of the Lunenburg Fishing Fleet was Beaten by Over Eighteen Minutes in the First Race Off Halifax on Saturday Afternoon—The Esperanto Proved Superior—A Light Wind Prevailed.

Halifax, N. S., Oct. 31—Captain Marty Welsh and his Gloucestermen, sailing the fleet schooner Esperanto, have notched a hold on the trophy, emblematic of the championship of the fishing fleets of the North Atlantic, and need but one more win to carry home the cup and the \$4,000 prize money that goes therewith. In the first race of the international series, held off Halifax Harbor on Saturday the American vessel defeated the Lunenburg schooner Delawana, Captain Thomas Himmelman, Canadian contender for the blue ribbon honors, with the utmost ease. On all points of sailing, reaching, running and dead to windward, Marty's craft had more than the edge on the Canadian schooner and romped home a winner by eighteen minutes and twenty-five seconds, getting the gun when the Delawana was still three miles or more from the finish line.

The best boat in the weather of the day won. There can be no question of that. Himmelman sailed his schooner for every inch of speed there was in her. He and his brother Albert, veteran of the banks, tried and true in all sorts of weather, collaborated to drive Delawana for all she was worth, but in the moderate south-wester she was not in it with the Gloucester boat. What Delawana can do in heavy blow may be a different story, and Captain Tommy and all his crew are hoping with might and main that old Aeolus will send along a "regular rip snorter" that will send their own ship surging over the sea under her four lowers in a smother of foam and may "bury the Yankee schooner." Just at the present the Gloucester ship is far from "buried." She is not as stiff as the Lunenburg boat and on Saturday heeled sharply in the squalls, but though on sharper lines, she is built for the deep sea and Captain Marty can be counted upon to "catch sail" till the cows come home.

The Canadian was too heavily ballasted on Saturday. Tactful admission of this was made yesterday, when Captain Tommy ordered most of the 100 tons of rock taken out, and had his ship towed up to the dockyard, there to receive 75 tons or so of iron chain. Iron ballast, taking less space than rock for the same weight, places the centre of resistance deeper and so reduces the amount of ballast required to give equal stability. The Esperanto carries approximately 80 tons of pig iron. The change in Delawana's ballast is expected to give her more speed today but had it been made Saturday, it could not have made any very material difference. Esperanto's victory in that weather was too decisive altogether to raise any question on that score.

Exciting at the Start.

The best part of Saturday's race from a spectacular point of view, was the start and the close reach out to inner automatic, the first mark of the course. Captain Tommy crossed first, only forty seconds behind the gun, with his rival 27 seconds later and about five schooner lengths behind. Both ships carried full sail and, in the

freshening breeze lay well over. Delawana kept her lead for a minute or so and then the American began to gain. Off Point Pleasant she was close behind and as the gusts came out of the Arm she nosed up to a position, which Captain Marty thought might enable him to pass to weather of the Canadian But Captain Tommy "wasn't having any." He headed Delawana up, too, and there the two schooners were racing nip and tuck and close-hauled, heading in towards York Redoubt. The duffing match lasted ten minutes or so and then the two skippers gave it up, with Delawana still leading by a very scant margin. Sometimes she would be a half length ahead, sometimes a length—never more. So the two raced along, their bows throwing up cresting white water as the squalls then topping 15 knots, drove them down. The American lay over almost to her rail, the Canadian only to her scuppers. It was a grand race, and the white-capped waters, with the two strong vessels speeding on with every stitch of canvas set presented a magnificent seascape.

Esperanto in Lead.

Delawana was never headed and as the two boats raced for the "blower" she nosed out a bare length, passing the buoy twelve seconds ahead of the American. That was the end. A scant minute later the Gloucester craft passed to weather of the Delawana "like a house on fire" as one of the American fishermen said. Thereafter, Captain Marty had things all his own way and the race lost much of its interest. On the reach from the inner automatic to the south east buoy, the second mark, Esperanto gained a lot and rounded it three minutes and four seconds ahead of the Canadian. On the run to the shut-in bell buoy she added to her lead, rounding the third mark five minutes and 53 seconds ahead. On the long beat to windward back to the "inner blower" she slaped along through the lop and, pointing higher and footing faster in a falling wind, established a lead of 21 minutes and 25 seconds. On the reach home to the finish line the Delawana made the only gain of the whole course. On this final leg she cut down the American's lead by three minutes.

Summary:

Start—Delawana 9.00.40; Esperanto 9.01.07.

Inner Automatic—Delawana 9.35.10; Esperanto 9.35.22.

South East Automatic—Esperanto 10.14.50; Delawana 10.17.34.

Shut-in Island Buoy—Esperanto 11.01.40; Delawana 11.07.33.

Inner Automatic—Esperanto 2.17.35; Delawana 2.39.00.

Finish—Esperanto 3.01.03; Delawana 3.19.28.

Esperanto won by eighteen minutes and twenty-five seconds. Actual elapsed time, including difference between the schooners at the start, which is not recorded in the official record. Esperanto 5.59.56; Delawana 6.18.48.

LIQUOR FOR THIRSTY ONES IN CHICAGO

Chicago, Oct. 31—Characterized by many of the old "tipplers" as having "a distinct bearish movement in the whiskey board of trade," liquor disguised, labelled, and billed as soap, coming from Canada, made its appearance here today, according to Federal officials. The liquor, said by imbibers not to have the strength of "the old stuff" sold "cheap." A carload arrived on the "market" yesterday, Federal officials declared.

The discovery of a draft for \$31,000 on a Louisville Bank may disclose, Federal officials said today, the purchase of the recent shipment of whiskey into Chicago which was delivered to the saloonkeeper "customers" and almost immediately thereafter stolen from the "customers" through the connivance of men posing as city policemen.

Complaints to police and Federal officials as a result of this "theft" led to the present Federal Court whiskey investigation.

Federal officials discovered that the \$31,000 draft was for the purchase of one thousand cases of whiskey which corresponds to the amount of the shipment forming the chief feature of the investigation.

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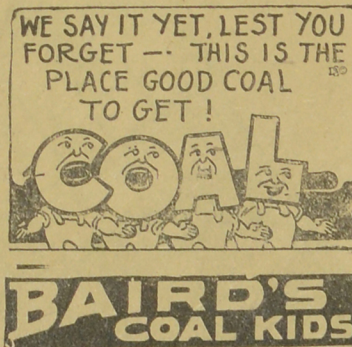
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