

enjoyed an automobile
ite Mountains recent-

Polleys and Miss Addie
the banquet at Haw-
salem, Thursday even-
tion of the 50th anni-
establishment of the
News in 1880..
and dance of the Act-
Thursday evening was
a large company and
an enjoyable time. A
beef supper was serv-
followed by dancing
ive.
primary to nominate a
held next Tuesday from
n the evening.

lay Services:

church, Rev. Clayton
tor, Sunday school at
ing worship at 11; ser-
n "Use of Leisure;"
League at 3.30 p. m.;
e at 6.15; evening ser-
ereopticon lecture.
al church, Morning
0 o'clock; Sunday school
ing service at 7.30.
church, Morning ser-
'clock; Sunday school
t. John the Baptist,
n.

ay Services.

iscopal church, Rev.
lock, pastor, Sunday
n. rally day; morn-
11, sermon; Junior
p. m. Epworth League
sion of chapter 8 in
g's "Life of Christ."
p at 7.30, when a ral-
n will be furnished by
Sunday school.
al church, Morning
0.30 o'clock Sunday
rally day exercises;
at 7.30.
church, Preaching
a. m.; Sunday school

NEW RESTAURANT
Pastoral prayer.
Organ response.
Notices—Offering.
Hymn 120—"My Dear Redeemer and
My Lord."
Sermon—"The Transient and the
Eternal." Collosians 2: 8.
Hymn 273—"O Love That Will Not
Let Me Go."
Closing prayer and benediction.
Organ postlude.
Sunday school at 11.45; Junior
Christian Endeavor at 5 p. m.; even-
ing service, praise and prayer, brief
sermon, subject, "The Pearl of Great
Price."
Sacred Heart Roman Catholic
church, Rev. John McKenna, pas-
tor, Mass at 9.30 a. m.; Sunday
school at 11.30 a. m.
Finnish Lutheran church, Rev.
Samuel Ronka, pastor, Sunday
school at 11.30 a. m.; Christian En-
deavor at 7 o'clock in the evening.

MANCHESTER

Manchester, October 18.—Mrs. Mar-
garet Hutchinson is on a vacation
trip to Bermuda.
The Manchester House closed its
doors this week and will re-open
early in April
Police Officer Byron A. Bullock re-
turned to duty today and Officer Cook
started his annual vacation.
The officers of Frank R. Amaral
American Legion Auxiliary will be
installed Monday evening.
The Manchester Woman's club will
meet in the chapel Tuesday after-
noon. Miss Clara Wintrop will
talk on "Highways and Byways
of Italy." Edward Hennebury will play
a group of piano solos. Hostess, Mrs.
Annie Madden.

Church Services.

Congregational church, Rev. E.
Milton Grant, pastor, Morning ser-
vice at 10.45 o'clock. Following this
service there will be a meeting of
the church members to be

ertakes Bluenose at bird Mark--Two Mile Lead On Fourth Leg

st. Johnson Outgenerals Capt. Walters--Crosses Finish at 2.17 and Wins

...taking the lead at the very start of what promised to be the
...race sailed in the present series, Capt. Charles Johnson
...of the Gertrude L. Thebaud over the starting line today in
...ke of a moderate northwest wind, then ironed his sails and
...to the wake of the Bluenose, a scant half-mile from the

...the shore as though she was at a stand still with the Bluenose
...crawling into a weather position, Capt. Walters taking good
...advantage of the temporary halting of his rival, and stepping
...out in the lead. It was not much of a lead, but still it was a
...lead, and as both craft went down the first six-mile leg, it was
...apparent that the race was going to be close.

Eighteen Miles at Start.

Visibility was very good this morn-
ing, the thin blue line of the Blue
Hills cutting into a clear sky very
sharply. The wind, about 18 miles at
the start, and cold, reminding one
of a clear November morning. Only
a few pleasure boats and fishing
craft followed the racers this morn-
ing, but the crowd of spectators on
shore was nearly as large as it has
been with the exception of Monday.

Both vessels sailed out of the har-
bor for the starting line shortly af-
ter 8 o'clock, the Bluenose with a
new strip of canvas in her mainsail,
running from gaff to boom, thus add-
ing more sail to her already large
spread. For over an hour, the ves-
sels jockeyed back and forth in the
vicinity of the line, and at 10 min-
utes before the start, the tension
among those ashore was quite no-
ticeable.

Fishermen Watch.

Groups of fishermen studied the
movements of both vessels and to
them it was apparent that the The-
baud was quite slow in stays. This
was more pronounced at the start,
when she couldn't seem to get head-
way and allowed the Bluenose to
come down across her wake, step into
the weather berth and then nose out
in the lead, hugging toward the
shore.

There was only about a half length
of difference between the schooners
as the starting gun caught them,
and the start was the prettiest and
closest it has been since the race
started. Standing well off the south-
ern end of the marker, the Thebaud
jockeyed five minutes before the start.

Then her nose came around and
faced the shore-lined point, and she
came racing for the start. At the
buoy, a scant two minutes before the
gun boomed, Capt. Johnson swung
his racer at right angles, and sailed
down the line headed toward the de-
stroyer. Had one been able to see a
line out there, one would have found
it pretty close to his hull, and sailed
as straight as an arrow. Capt. An-
gus held the Bluenose up toward the
shore, gybed her around the nose of
the destroyer; and then started for
the Thebaud. The second hand of
the watch on the starting boat moved
slowly toward 10 o'clock, the The-
baud still hung to her position, and
the Bluenose swung as though to cut
across her bow. Johnson failed to be
frightened at this move and the

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THEBAUD AGAIN SHOWS SPEED

(CONTINUED FROM PAGE ONE.)

Bluenose had to ease up a bit. Then the gun boomed. The wheels of both craft went spinning, noses pointed toward the Twin Lights of Thacher's, and the race was on.

The Thebaud seemed to hang back as though reluctant to go ahead. She shuddered a bit, flapped her sails, and finally started down the first six-mile leg of the triangle, down to leeward of the Bluenose, which was pointing closer to the shore. Then Capt. Walters changed the course of the Bluenose, fathom by fathom that sharp bow of the Lunenburger cut down that boat length of water, and inch by inch, she slid abreast of her rival. Abreast of each other, they seemed to hang in this position until in range with the lighthouse, then, as though the game was carried far enough, Walters sent the wheel of the Bluenose spinning and she took the lead.

Those on the vessels following and those on the shore watching, saw two vessels sail down that six mile leg, sailed in a smooth sea and a moderate yet puffy breeze, in practically the same position that they were when the Thebaud took the lead.

Thebaud To Leeward.

The Thebaud clung down to the leeward of the Bluenose until off of the Bass Rocks shore, then Capt. Johnson pointed her up and sought to overtake the Lunenburger. Down across his wake he came, and at the mark, it looked as though he would turn just a trifle ahead of the Bluenose. Again something seemed to happen to the Thebaud, and as in the last race, she seemed to be temporarily in irons. Her headsails dropped lifelessly, her foresail and mainsail flapped idly, and there the vessel seemed to hesitate. Not as much as in the last race, but hesitating nevertheless, a hesitance which allowed the Bluenose to round the mark, fill away on a starboard tack, and open up about six good lengths of clear water. Once about, however, with all sail set and a good reach ahead of her, the Thebaud settled once more down to business, and on this leg, cut down the lead of the Bluenose a few seconds, not much it is true, but demonstrating that she was being sailed at her best by the man at her wheel.

The time at the first mark, was radioed as Bluenose 10:47:13, Thebaud 10:48:20. With started sheets both vessels then headed for the second mark. Bluenose still maintaining her lead now cut to about five lengths, and crews settling down for the turning of the buoy. The wind had become puffy now, ranging at times 15 miles, then jumping up to 24 miles an hour. The time required on this leg, indicated that both vessels winged their way down the six miles at a rate of approximately seven and one-half knots:

The Second Leg.

The second leg was a reach with the wind nearly abeam. It had freshened up a little, but seemed to have a tendency to swing more from the southwest, yet not enough to bother the trim of the sails, and both the Thebaud and Bluenose were going about as fast as they could travel in what wind there was. The second mark was turned by the Bluenose at 11:18:35, followed by the Thebaud about a minute later. Then they hauled about for the third mark, which is as near to a windward beat that they would sail today. Capt. Johnson swung the Thebaud over on a starboard tack, holding well off the shore, while the Bluenose, her skipper seeking a land breeze, held higher to the mark. The Thebaud was running a straight course, but Capt. Johnson overstood the mark nearly a half mile. He was favored by his move in keeping the Thebaud off shore, for he found a stronger breeze than Capt. Walters did and the error did not amount to anything of importance.

As the vessels approached the third mark, they were bucking the incoming tide. Capt. Walters, being closer to the shore, felt its grasp more fully than did the American boat standing well out on its rim. There is quite a strong current running in past the breakwater, and those who know it, usually can figure close enough so that it won't bother a great deal. Charlie Johnson knew that suction, and being familiar with it, he kept just on the edge of it until it was time for him to swing the Thebaud about and headed down for the mark. Capt. Walters, not so well acquainted, got farther into it, and had to work a little bit harder to get his vessel where she belonged.

Split Tacks.

Both boats were splitting tacks as they approached the buoy, and from the judge's boat, it was impossible to say which craft was making the better progress, although many maintained that Capt. Johnson's move in standing off shore was more in his favor than that of Capt. Walters when he sought the puffs from the Magnolia shore. At 11:45 the Bluenose hauled about and started running along the shore reaching for the mark. It looked very doubtful if she could fetch it on that single hitch, due to the ebb tide.

Capt. Johnson, displaying most remarkable sailing qualities, held the Thebaud just on the rim of that heavy suction, and then he split another tack with Capt. Angus, and took the lead just before the buoy came abreast of them. The Thebaud shook her saucy head in the air, a breeze of good old air filled her dresses, and over the line she went, leading by a small margin, again demonstrating that she rounded that red flag, serving as a marker, and when the Bluenose followed, and both had filled away on their run to Thacher's Island buoy. The American held a lead of a mile or better over the Bluenose, a lead which Walters dared hope to cut down, and the Lipton trophy, that silver emblem of the champion fishing vessel in the North Atlantic fleet, was virtually in the grasp of the Gloucester boat. Capt. Walters failed to make the buoy on the first attempt, and when about a quarter of a mile from the mark, found that he could not make it and he was forced to come about on another tack. He kept pinching her a great deal, holding her as close as he could, but it was of no use. The Thebaud was ahead of him, and try as he might, Capt. Angus could not get the broadside of the Bluenose in a position to shave the whiskers off of the buoy.

SEINERS LANDED FEW SMALL FARES

FISH CAUGHT ON MIDDLE BANK LANDED HERE FOR MARKET TODAY.

After a lull in fishing for several days due to the easterly, local seiners went out yesterday afternoon and this morning were back here and at Boston with fares of mixed mackerel. The fish were all taken in the vicinity of Middle Bank, and found a waiting market, being shipped after discharging.

Gill netters landed around 60,000 pounds yesterday, replenishing a fresh fish market, which had been nearly dry for two days. The dragger Ruth Lucille with 25,000 pounds of haddock arrived for the General Seafoods during the night.

Gloucester Arrivals and Receipts.

- The arrivals and fares in detail:
- Sch. St. Providenza II., seining, 7000 lbs. fresh mackerel.
- Boat Rose and Lucy, seining, 10,000 lbs. fresh mackerel.
- Boat Hoop-la, seining, 2000 lbs. fresh mackerel.
- Boat Little Joe, seining, 10,000 lbs. fresh mackerel.
- Boat Capt. Drum, seining, 5000 lbs. fresh mackerel.
- Boat Uncle Sam, 5000 lbs. fresh mackerel.
- Boat Alicia, seining, 1000 lbs. fresh mackerel.
- Boat James M. Burke, seining, 12,000 lbs. fresh mackerel.
- Boat Nova Julia, seining, 2500 lbs. fresh mackerel.
- Boat St. Rita, seining, 6000 lbs. fresh mackerel.
- Boat Fannie Powell, seining, 4000 lbs. fresh mackerel.
- Sch. Ruth Lucille, dragging, 25,000 lbs. fresh fish.
- Sch. Ellen T. Marshall, via Boston.
- Sch. Edith and Elinor, via Boston.
- Sch. Irene and Helen, via Boston.
- Sch. Dacia, via Boston.
- Sch. Laura Goulart, via Boston.

Yesterday's Gill Net Receipts.

- Boat Enterprise, 5000 lbs. fresh fish.
- Boat Agnes and Myrnie, 2000 lbs. fresh fish.
- Boat Inca, 7000 lbs. fresh fish.
- Boat Mary A., 5000 lbs. fresh fish.
- Boat Evelyn H., 4500 lbs. fresh fish.
- Boat Phyllis A., 4000 lbs. fresh fish.
- Boat Nashawena, 4000 lbs. fresh fish.
- Boat Eliza C. Riggs, 4000 lbs. fresh fish.
- Boat Myrtle and Gladys, 4000 lbs. fresh fish.
- Boat Liboria C., 4000 lbs. fresh fish.
- Boat Joanna, 2000 lbs. fresh fish.
- Boat Edna Fae, 4000 lbs. fresh fish.
- Boat Angelina, 7500 lbs. fresh fish.
- Boat C. A. Meister, 2000 lbs. fresh fish.

Sailed.

- Sch. Constellation, shore.
- Sch. Restless, dragging.
- Sch. Squanto, haddocking.
- Boat Col. Lindbergh, dragging.
- Boat Little Ruth, shore.
- Sch. Elizabeth and Ruth, dragging.
- Boat Alden, seining.
- Boat Alic, and Mildred, seining.
- Sch. Elmer E. Gray, haddocking.
- Sch. Emelia M. Pereira, dragging.
- Sch. Cape Ann, shore.

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TWENTY-THREE IN SEINING FLEET

BOSTON FOUND A GOOD SUPPLY OF FISH THIS FORENOON AT PIER.

After an absence of several days from the daily arrivals the seining fleet put in an appearance at the Boston pier during the night, and this morning when business opened for the day, the week-end found 23 of the fleet with fares of fresh mackerel ranging from 3000 pounds up to 34,000 pounds. Groundfish receipts were likewise good, there being nine craft reported. Haddock sold for \$4, with large cod bringing \$3.50. Mackerel brought eight cents for tinkers and a cent for tacks.

Oct 20
Missing

Boston Arrivals and Receipts.

- The arrivals and fares in detail:
 - Str. Wave, 38,000 haddock, 8500 cod, 13,000 mixed fish.
 - Str. Albatross, 34,000 haddock, 8500 cod, 33,000 mixed fish.
 - Sch. Gertrude Parker, 16,000 haddock, 7000 cod, 4300 mixed fish.
 - Sch. Helen M., 20,000 haddock, 8500 cod, 5500 mixed fish.
 - Sch. Marie and Winnifred, 18,000 haddock, 5000 cod, 1200 mixed fish.
 - Sch. Evelyn G. Sears, 5000 haddock, 4500 cod, 13,000 mixed fish.
 - Boat Arthur and Matthew, 7000 mixed fish.
 - Boat Frances and Marion, 8000 mixed fish.
 - Boat Bethulia, 28,000 mackerel.
 - Boat Mary J. Landry, 20,000 mackerel.
 - Boat North Star, 18,000 mackerel.
 - Boat Angie and Vence, 22,000 mackerel.
 - Boat Marietta and Mary, 15,000 mackerel.
 - Boat Orion, 18,000 mackerel.
 - Boat Ramona, 19,000 mackerel.
 - Sch. St. Rosalie, 7000 mackerel.
 - Boat Linta, 7000 mackerel.
 - Boat Antonio, 13,000 mackerel.
 - Boat Mary W., 16,000 mackerel.
 - Boat Rosie Marie, 4000 mackerel.
 - Sch. Paolina, 4000 mackerel.
 - Sch. St. John, 18,000 mackerel.
 - Sch. Josephine and Margaret, 14,000 mackerel.
 - Boat Naomi Bruce III., 6000 mackerel.
 - Boat Three Sisters, 9000 mackerel.
 - Boat Eleanor, 5000 mackerel.
 - Boat Antonina, 11,000 mackerel.
 - Boat Olympia, 7000 mackerel.
 - Sch. Josephine and Mary, 34,000 mackerel.
 - Boat Margaret D., 6400 mackerel.
- Haddock, \$4 per cwt.; large cod, \$3.50; market cod, \$2.50; hake, \$1.50; pollock, \$1.50; cusk, \$2; gray sole, 10 cents per pound; lemon sole, 5 cents; black backs, 2 cents; yellow tails, 5 cents; dabs, 4 cents; mackerel, 8 to 8.30 cents; tack mackerel, 1 cent; catfish, 5 cents.

RECEIPTS LESS.

221,082,725 pounds of fresh fish. In the same period of 1929, there were 4519 arrivals and receipts of 206,875,612 pounds of fresh fish.

Lobster Notes.

Lobsters have been in good supply at Boston. The season closed in the New Brunswick district on October 15. Wholesale dealers are selling boiled lobsters at about 40 cents per pound and live at 35 cents.