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COLUMBIA'S GREAT RACE

(Continued from Page One.)

them. They smothered along toward the mark, and when they rounded it the Columbia had gained twenty-two seconds.

The gybe on both craft was well done. Under the same sail as they started they both stood for the second mark. The wind piped stronger, and in the strongest of the puffs the Shamrock had to hit a little to ease her to the force of the breeze. The Columbia, on the contrary, was allowed to feel the full power of every squall, never being eased, and it was this that helped her ahead. In spite of the larger sail spread of her antagonist the Yankee boat was never left behind, but kept up with the challenger.

It became apparent by the time that the Columbia had sailed over one-half of the second leg that she had saved her time and was, barring accidents, a winner. Her skipper, instead of nursing her through the aqualis, let her feel the strength of them, while the Shamrock's larger spread of sail caused her to make imperative tuffs or ease carry away something. In a reaching breeze closer and finer sailing, perhaps, was never seen. There were frequent occasions when the collapse of a topmast seemed almost due. But everything hung on. Now the second mark was in sight, and at 12:45 jib topsails were doused on both yachts and they luffed around it. The Shamrock in the lead, but the watch showing the Columbia's gain on this leg to be thirty seconds.

It was now a dead heat to windward to the finish line. The Columbia was now the leading craft from the mathematical point of view. She had gained on both legs, and also had her time allowance of forty-three seconds to help her. Thus, if she could hold her own to the finish line, the race was hers. In rounding the mark the boats split back, the Shamrock standing on the starboard tack for a few hundred yards. The Columbia went on the port tack for a while and then, at 1:06, both were on the starboard tack. Then began a splendid thrash to windward.

The Columbia outpointed the Shamrock, but the challenger seemed to be going a little faster. At 1:15 the Columbia ran like a streak of lightning through the lee of the Shamrock, luffed out across her bow and for the first time in the race she was leading and the windward boat. At 1:20 both yachts went on the port tack, standing toward the Long Island shore. There was little or no difference between them in this boat. At 1:57 both boats went on the starboard tack for the finish line. Then came the biggest puff of all. The Shamrock had three or four strokes of the deck under water, but ran risks, hoping to diminish her defeat or even to win. But it was in vain. She made up a lot of her leeway, and the Columbia crossed the line a winner and had time to spare.

The official log of this race is as follows:

Table with columns for Start, First mark, Second mark, Finish, Elapsed time, Corrected time, Course, and Weather. Includes times for Shamrock and Columbia at various points.

THE PREVIOUS RACES.

The Sierra which arrived early Wednesday morning, October 9 brought the results of the second and third attempts to sail in contest for the America cup, the attempt made September 28 and October 1. The first attempt made September 26 resulted in no contest, the yachts not sailing the course in the time limit the Columbia, however making the best showing. In the second attempt that of September 28, the Columbia won by a narrow margin.

In the third attempt that of October 1, the wind was so light and fitful that neither yacht was able to sail the course within the time limit, but the Shamrock was three fourths of a mile ahead when the committee called the race off. The Sierra sailed from San Francisco at 11 o'clock on the morning of October 3. The fourth attempt to sail the course was then in progress. The Star received the press bulletin of the race received at San Francisco up to the time of the departure of the Sierra. These indicated the race proceeding under favorable conditions. There was a good breeze and practically no doubt but that the course would be sailed well within the time limit. The Columbia which got across the starting line last had overtaken the Shamrock and was so far in the lead that it seemed almost certain she would win the race.

HAWAII YACHT CLUB.

An Enthusiastic Meeting Held Last Night.

A majority of the members of the newly born Hawaii Yacht Club met enthusiastically together at the Hawaiian Hotel last night to perfect the organization of the new association.

There was a spirited contest for the minor offices of the club and everybody took an active part in the consideration of the constitution and by-laws, evincing a spirit which bodes well for the future welfare of the club.

The election of officers resulted as follows: Commodore, T. W. Hobron, vice-commodore, Prince David; secretary and treasurer, P. L. Weaver Jr.; regatta committee, A. W. Pease; directors, Crabbe, I. S. Dillingham, Dillmore, W. F. Dillingham, E. A. Mott-Smith, D. L. Conkling, T. W. Hobron, Prince David, Port Commander H. P. Roth, Official Measurer, O. Sorenson.

In the club house opened up a vivid discussion but the rule prevailed and the members of the club house will drink soda pop and lemonade, or go dry. The elected officers hold sway until April next, when the annual meeting takes place. No action was taken last night as to a regatta date as the location of a club house. The rules will be adopted on the report of the committee when last night's proposed changes will be brought up.

FOOTBALL SEASON PROSPECTS.

Association Players Try and Awaken Interest. The followers of the leather sphere and those interested in football matters will meet Monday evening at the Malle Ilma Club headquarters at 8 p. m. and arrange details for the coming season. A practice game between the Honolulu Athletic Club and the Haeckel team will be played next Saturday.

The "Soey" boys, in the shape of a Makiki team, have issued a general challenge to any other team in Honolulu who think that they can play better Association football than the Makiki's. R. Anderson will probably captain the Makiki team which will in the main consist of players living in that neighborhood. It is thought that enough teams can be got together to form an Association League, there being plenty of good material in the town that a little effort on the part of the leading spirits could easily get together.

JOHN EMMELUTH RETURNS.

Representative John Emmeluth returned on the Peru this morning from a visit of several months to his old home in Cincinnati, Ohio, which combined business with pleasure. Mr. Emmeluth was a member of the committee appointed to look into various methods of taxation by a joint legislative resolution at the last session, and no doubt devoted some time to that branch of law making.

PLAQUE IN BRAZIL AND ITALY.

WASHINGTON, September 29.—Surgeon-General Wyman of the Marine Hospital service, has received a cablegram from Assistant Surgeon Eager at Naples reporting eleven cases of bubonic plague and four deaths.

RIO JANEIRO, September 28.—The Brazilian Government has declared the city of Rio Janeiro infected with the bubonic plague.

IN SOUTH AMERICA.

WILLEMSTAD, Island of Curacao, September 28.—Reports just arrived from Venezuela confirm the rumors that the partisans of General Jose Manuel Hernandez are active. A new outbreak is expected at several points shortly.

General Hernandez is the head of the Conservative party in Venezuela and has led several revolutions against the Liberal Government of the republic.

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NOTICE.

Notice is hereby given that Ho Leong C. Kam, Ah Tong, C. Kim Sing, G. Kim Hee and Yee Sing, all of Honolulu, Territory of Hawaii, have formed a co-partnership under the firm name of Sing Wo & Co to absorb the interest of the firm Sing Wo & Co. doing a retail business at 1925 Nuuanu street in this city.

Ho Leong is the manager and C. Kam, Ah Tong, Ah Tong, both having authority to sign the firm name.

The business of the old firm is hereby continued, which has been in existence since August 9, 1893.

Kona Coffee Store,

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For setting, from young healthy well-bred stock. Also a few Cockerels. C. ELVIN, Rose Street, Kalia H. I.

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