

LURLINE WINNER OF LONG PACIFIC RACE

Record for the Trip in Most Imminent Danger.

Skipper Reports Fine Run From San Pedro Port.

(From Monday's Advertiser.)

The 1912 transpacific yacht race honors go to the Lurline, the fast schooner yacht owned by A. E. Davis and commanded by Captain Lew B. Harris, which carried the hopes and the colors of the San Diego Yacht Club. This gives the speedy Lurline a credit of being a third-time winner.

She crossed the finishing line off Diamond Head at twenty-seven minutes after ten, local time, thirteen days, seventeen hours and three minutes from the time she left San Pedro harbor, June 16, at one in the afternoon.

Up to a late hour last night nothing had been seen or heard of the other yachts, the Hawaii, Natoose and Seafarer.

Like some great, white seabird, the Lurline, with all canvas set, entered the harbor yesterday afternoon, winner of the fourth transpacific yacht race from San Pedro, California, to Honolulu, the longest yacht race of the world.

From the main truck she flew a great yellow pennant, twenty-five feet in length, bearing the legend "San Diego 1915," referring to the exposition to be held in that city to celebrate the opening of the Panama Canal.

Her Welcome Warm.

When the Lurline crossed the finishing line she was boarded by a committee representing the Hawaii Yacht Club. Among the boarders were Captain Wilder, who two years ago brought the Hawaii across the line a winner; Secretary Vetlesen of the Hawaii Yacht Club, and Messrs. Halstead, Farrington and H. C. Carter.

The Lurline was towed to the foot of the Alakea wharf, where she is now berthed and the visiting yachtmen were immediately taken in tow by the local club officials to the Country Club, the Pali and other points around town. They were the guests of the Indoor Yacht Club at the Young Rathskeller for lunch. During the afternoon, parties of the visitors were entertained at various clubs, principally at the Pacific.

No set program had been arranged up to a late hour last night as the committee wishes to bunch the "doings" so as to include the visitors from the other yachts which at half-past ten o'clock last night had not been sighted yet.

Leads From Start.

The Lurline was the third boat over the starting line, but a few minutes later passed the Hawaii and held that position the rest of the day.

On the second day out the Seafarer disappeared over the horizon to the southwest, while the Natoose was passed at noon, and at sunset both the Natoose and the Hawaii had dropped out of sight astern. That was the last seen of the other yachts during the race. Nothing was sighted after leaving the Santa Barbara Islands except a couple of rusty tin cans.

The first four days light airs and calms were encountered, but after that the trades were picked up, and although not as strong as to call forth the best sailing qualities of the Lurline, nevertheless, brought her along steadily at an average of two hundred miles a day. The sea was rough enough during most of the passage to necessitate the use of table racks. From the time the Lurline left San Diego until the start of the race she tried out five different cooks, three Americans, one negro and one Japanese. The little brown man certainly made good and his cooking was doubtless the cause of the great harmony which prevailed among the members of the crew during the trip over.

Topmast Goes.

On the morning of June 21, while in a lumpy sea, the fore topmast carried away. At the time of the accident, the mainmast was lowered so as to permit the reeving of a new maintopmast sheet, and the strain of the balloon jib proved too great for the slender spar.

Two hours later the wind was blowing so strong that it was found impossible to keep the broken gaff on for the purpose of preventing the mainmast from ripping, so they lowered the mainmast and topmast and took them off the gaff and stowed them. Then the mainmast was rehoisted with out a gaff and used as a trysail. After these repairs were made, with every man hard at work, the square topmast sheet was carried away. It was then necessary for two men to go aloft and reef them in the squall.

Real Balloning.

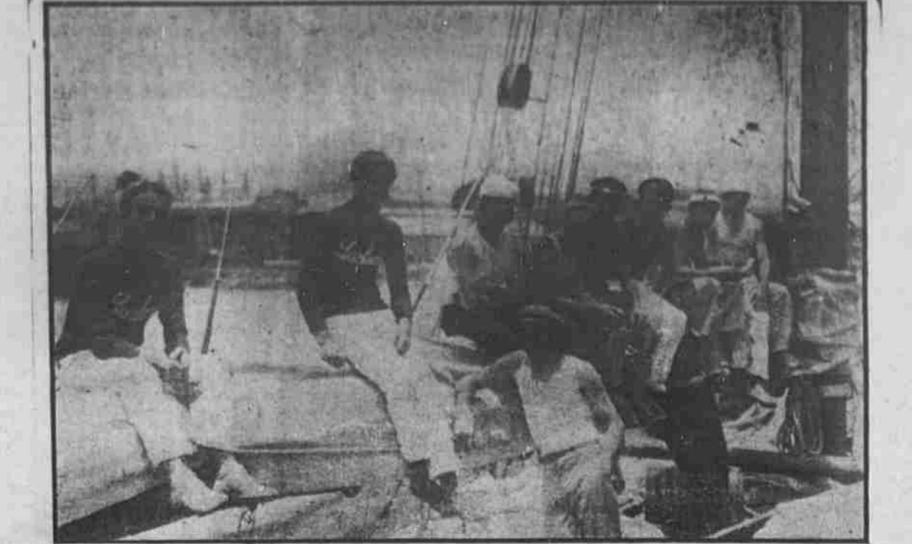
At this time and for during the second, third and fourth days the wind was very light and all the yachts made a slow start. Only the Lurline, a remarkable speeder in calm, forged ahead at the start. Three days at the start meant the loss of the race for the Hawaii for she was unable to get away in the prevailing weather.

Passed Natoose Second Day.

On the fourth day out the Hawaii edged its way out to the trade winds where conditions immediately became favorable for better speed. The Hawaii out and the Natoose on the second night out and then lost sight of all yachts and did not see another passing ship of any description until arriving here yesterday.

A Day's Record.

The fastest time made during the entire race was during this squall when she yacht flew along over the waves at a speed of fifteen knots. The yacht made an average rate of speed for the trip of 170 miles a day. Previous to



RESTING AFTER THE RACE.

The two mates went aloft and did yeoman service in clearing the wreckage from the swaying mast.

Aside from a few rips in the light sails and the parting of the topsail sheets, no other accidents occurred.

The boys were glad to get into the warmth of the tropics as the first part of the trip was cold and disagreeable. Standing watch "four on and four off" has put them into arrears with their sleep account and they did justice to Honolulu beds last night.

One of the crew, who displayed a fondness for sleeping on a lookout at night, was persuaded, through the agency of a couple of buckets of cold sea water, to discontinue the practise.

All the members of the Lurline crew, except one, are visiting Honolulu for the first time, and the people of the Islands are determined that their days here shall be filled with unalloyed pleasure.

Captain Harris, well known in Honolulu, is looking hale and hearty. He has with him as mates George Swanson and Frank Wyatt. His crew, which is composed of San Diego boys who volunteered for the race, are as follows:

Leslie Brown, Forrest Clark, Bert Dill, Bill Farmer, Herman Halemb, Roy Keyes, W. Langdon, George Leavy, Ned Payson and Arthur Simpson. They are all amateurs, except the steward, cook, the Japanese official who answers to the name of Henry Bridget.

The sun and wind of the Pacific have tanned the boys to the color of the average Polynesian and given them appetites that can't be beat.

Funds to defray the expenses of the Lurline trip were raised by public subscription in San Diego and a benefit performance of a local stock company.

HAWAII ROMPS HOME WINNER OF RACE OVER SEAFARER

HAWAII, second place in 1912 yacht race, actual time 14 days, 16 hours, 38 minutes.

Allowed a handicap by Seafarer of 8 hours, 23 minutes, 45 seconds. Best time for one day, 225 miles, a new record for the yacht.

SEAFARER, third place in 1912 race, actual time, 14 days, 11 hours, 32 minutes.

Two more yachts, the Hawaii and the Seafarer, passed across the line at Diamond Head yesterday morning and now all but the yawl Natoose have reached the end of the 1912 race from San Pedro across the Pacific. The Seafarer, entered by the San Francisco Yacht Club, arrived at four-thirty yesterday morning and just two minutes past nine o'clock the Hawaii came flying into port, cheered as the winner of second place, a worthy feat indeed, and one that Honolulu is proud of.

All day yesterday eager eyes watched for tidings of the belated Natoose, but up to a late hour last night she had not been sighted.

Captain William H. Stroud of the Hawaii and Captain J. C. Norris of the Seafarer both declared the race just ended one of the most successful ever held. Because of a handicap of eight hours, twenty-three minutes and forty-five seconds allowed the Hawaii by the Seafarer, the Hawaii captures second place in the race, although she did not reach her goal until four hours and thirty-two minutes after her bigger rival.

Members of the crew of the Hawaii say the race was best by them in the first four days because of the calm which settled near the shore. Eager for a breeze to give them a swift start, they simply had to wait in vain.

The Lurline, which arrived on Sunday and won the race, was able to slip along even in calm.

The roughest part of the trip for the Hawaii came just at the end on Sunday night and early yesterday morning when the yacht struck a heavy rain squall which lasted a half-hour. She had just passed the Molokai light.

After the squall a heavy wind came up and the run from Molokai to Diamond Head was not so fast. Arch Brown, a member of the South Coast Yacht Club and a guest on the Hawaii, who came on watch during the squall, hung on to the boom for several minutes and while being roughly jerked from side to side came nearly being lost overboard. Warren Wood, a member of the South Coast Yacht Club, also a guest on the Hawaii, also had a strenuous time.

The only busy time during the big race came when this wind of about forty miles velocity was struck. After Maui was sighted at 9:30 the main gaff broke, but the members of the crew left it up in order that they might still keep the topsail set.

Two hours later the wind was blowing so strong that it was found impossible to keep the broken gaff on for the purpose of preventing the mainmast from ripping, so they lowered the mainmast and topmast and took them off the gaff and stowed them. Then the mainmast was rehoisted with out a gaff and used as a trysail. After these repairs were made, with every man hard at work, the square topmast sheet was carried away. It was then necessary for two men to go aloft and reef them in the squall.

The fastest time made during the entire race was during this squall when she yacht flew along over the waves at a speed of fifteen knots. The yacht made an average rate of speed for the trip of 170 miles a day. Previous to

this race the best time ever made by the Hawaii on a single day was 203 miles but this record was broken on five different days during the race just ended. The new record just made for the yacht is 225 miles. On the other four days when the old record was beaten, 205 miles were made, 211, 221 and 208 miles.

Members of the Hawaii declare great credit is due to Captain Stroud for the remarkable way in which he handled the race, also to First Officer E. C. Center and Second Officer F. E. Fredericks. All were untiring in their efforts to crowd on every bit of sail the yacht could carry during the entire trip.

Watches were divided into four hours each, with no dog watches as the other yachts established. Many a time on night watches Officer Fredericks displayed great seamanship by going along and resetting topsail sheets which had carried away. This required considerable work during the race. One-half inch flexible wire cables were used for square topsail sheets.

Mr. Fredericks was assistant to Captain Stroud in navigation and at 11 o'clock it was his first experience in this work he is said to have displayed remarkable aptitude.

Greased His Ship.

While the Hawaii was in the harbor at San Pedro before the race started quite a sensation was caused in nautical circles when Captain Stroud sprang a surprise by greasing his yacht with pot lead on the hull below the water line and then had graphite spread from the bottom of the bob stay and run aft in the form of a large oval to within ten feet of the stern where it rounded off to the rudder. This was done on the port side only as the boat expected to be on this side during the first three or four days of the race.

On the first day's work applying the pot lead five gallons were used after which sandpaper was used to make it shine like glass. On the next day five gallons of graphite was applied.

In all history of transoceanic racing no other captain had ever used this idea with his boat. Although it gave it an odd appearance it was done for the purpose of assisting in making time in the race. Oftentimes this is done for short races, but never for long races. No other skipper in the race ended used this method of gaining time. Captain Stroud is gratified with the result as he believes considerable time was made.

Crew Enjoyed It All.

Members of the crew say there was not a moment during the race but what was greatly enjoyed by all. When the race started the Hawaii crossed the line first. Captain Harris of the Lurline allowed the Hawaii to cross first in order to see the course she took.

One mile after the start was made the Lurline passed the Hawaii and the Natoose, astern of the Hawaii, followed. Bunting along the coast to Point Juan Capistrano the Hawaii then came about and headed south half east. The Lurline at the bow headed toward Catalina Islands.

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KUHIO DEFIES 'FREAR-COOKE COMBINE' TO BEAT HIM

(Continued from Page One.)

As to Tariff.

"At a time when the tariff on sugar is directly and seriously challenged and our right even to secure Caucasian immigration is sought to be seriously impaired, it will help her cause greatly for Hawaii of her own motion to repudiate the un-American rule of the Frear-Cooke combine, and to separate the legitimate interests of sugar and business from a political domination that has already seriously affected the good will and respect of the American people for Hawaii, and threatens to bring serious troubles to us in many ways unless unfavorable conditions now existing are promptly and sincerely readjusted."

"The present Republican organization of this Territory is loyal first to the Frear-Cooke combine, and secondarily, and only in so far as it suits their own purposes, to the Republican party and its principles, and I doubt whether my views can be endorsed in the usual manner with the machinery of the party organization in the absolute control of this combine, and in view of the methods and means they are willing to resort to, as shown by the proceedings in, and the results of, the late convention in this city.

No Compromise.

"One thing is certain, I shall run on no compromise or half-hearted platform, or on any platform that does not clearly and emphatically endorse the above views, believing as I do that they represent the real views and wishes of a great majority of the Republican voters of this Territory."

"JONAH KALANIANA'OLE."

"Sorry," Says Cooke.

"I regret very much to see that Kuhio has definitely decided to continue his personal fight with the Governor and drag the whole matter into the fall campaign," says J. P. Cooke. "His action will be to completely disrupt the Republican party, which the supported him so well and so consistently, while the line of his campaign against the Governor, which he says is to be along the lines of his various charges, will create more or less industrial unrest here and harm the Islands in a business way. Kuhio will accomplish nothing to improve conditions by a campaign along the lines he threatens that he could not accomplish in other ways, while he will do a great deal of quite unnecessary harm, to business and to his own people."

A Fair Convention.

"The Delegate has been illadvised in this matter. He accuses what he calls the Frear-Cooke party of unfairness towards him, forgetting that it was he who started the whole controversy with a united party in an attempt to seek personal revenge on the Governor. He says that the recent convention was not fairly conducted. I emphatically deny the charge. We were as fair as fairness itself. We fought a fair fight on a clearly defined issue and won, in spite of which we offered to forego the advantage our majority gave us and give him and his friends half the Chicago delegation. We offered this at the commencement of the convention, and again toward its close, when it was certain that we had the majority to do as we wished. Our offer was refused by his friends.

"The Delegate says that his campaign is not to be against the sugar interests, at the same time saying that his campaign will be along the line of his charges, which are directly aimed at the sugar interests of Hawaii. Kuhio forgets, perhaps, that he has held office by reason of the support the business interests have given him. In the past campaign, the business men of Hawaii rallied to his support almost to a man. If they had not, McCandless would have defeated him.

Unenviable Position.

"Kuhio puts himself in an unenviable position in this whole matter. He charged the Governor with certain things and asked for an investigation. The investigation was promised and he professed himself satisfied and agreed to abide by the result of the investigation he had asked for. He agreed that the fight between himself and Frear should not be a part of the last convention contest. Now, without waiting for the investigation, he announces that he will carry on the fight here, where it can do no possible good one way or the other, practically acknowledging that he has no confidence in his ability to back up his charges with proof before an independent investigator.

Had Hoped Better Things.

"I had been in great hopes that the Delegate would have stuck to his promise to let the Frear charges be settled by Secretary Fisher and that we could have wiped that matter out and all got together again for the party, with Kuhio as our candidate. I have invariably stated that I thought he was the logical candidate again, writing that to a Maui inquirer no later than last week. We certainly appreciate the fact that Kuhio has been a good representative of the Islands up until the time of his break with the Governor. Now, of course, he cannot expect the business interests to help him, although it is quite unlikely that any great fight will be made against him for the nomination. All we can do will be to stand aside and let Kuhio continue on his course. To attempt to oppose him would only be to force the Territory into a race issue fight, which would be the worst thing possible for Hawaii and for the wellbeing of all the people here."

Thirteen Aboard.

The boat has thirteen souls aboard of her, as follows: Captain-Owner L. A. Norris, Mate N. L. Carter, Mrs. Norris and Mr. and Mrs. Follansbee, passengers; Iva Peterson, Peter Hansen, E. Bjorn, R. Christensen, M. Goodman, and Geo. Kolofed, crew; Katori, cook, and Inuzaki, waiter.

The Seafarer is a splendid boat and an excellent sailor. Her accommodations thus leave nothing to be desired. She was built in the East and brought out from Boston two years ago under the name of a trip around the world by her owner, Captain Norris.

Together with the other yachts, the Seafarer will remain in the Islands a couple of weeks before taking the return trip. Should there be a race to Hilo, Mate Carter is of the opinion that the Seafarer will show the other boats, particularly the Lurline, a clean pair of sea heels.

Captain Norris is not saying much about the trip, in fact, he has said nothing at all. He was resting, practically sleeping throughout most of the day yesterday after the Seafarer tied alongside of the wharf.

TORNADO KILLS HUNDREDS IN SASKATCHEWAN

Ten Million Dollars' Worth of Damage Done by Fierce Wind.

REGINA GUTTED BY STORM

Residences, Churches and Public Buildings Now in Ruins.

REGINA, Saskatchewan, July 1.—Four hundred persons are reported to have been killed and an estimated total damage of \$10,000,000 was done here yesterday afternoon by a tornado, which is the worst that has ever struck the Canadian Northwest.

A pitiful feature in connection with the awful catastrophe is that the city was gaily decorated in honor of the celebration of Dominion Day and the storm swept down upon the hundreds who were here to attend the festivities.

Without any warning the tornado smote the city with a wind that at times reached the rate of ninety miles an hour. It moved down buildings in a clean swath for a distance of six blocks through the central business and residence portion of the city.

Practically nothing in its path escaped its fury. Hundreds of residences, including some of the oldest and finest in the city, were leveled in an instant. Homes of the richest and poorest citizens alike fell in the wake of the storm's fury.

Three of the finest churches of the city were wrecked and many persons who had just left the edifices after the usual Sunday services had narrow escapes from death from the flying debris.

Several business houses were wrecked, some only partially, but many completely. Six grain elevators were demolished and innumerable small frame buildings were carried along in the wind like kindling wood.

The storm also devastated the retail district and badly damaged the new parliament building which had only recently been completed at a great cost. It was one of the finest structures in the city.

The telephone building was badly demolished and scores of telephone operators who were at the switchboard when the storm struck the city hastened from the building. So far as can be ascertained this morning, all escaped serious injury.

Many automobiles which were on streets were picked up bodily and carried along for several blocks. Every vehicle has been pressed into service to remove the dead to temporary morgues. The hospitals are filled with the injured and many sufferers are being cared for by friends.

Six hundred families have been made homeless and the scene of devastation is pitiable. It will be several days before the exact total monetary loss will be known.

After passing over this city the storm swept on to the northwest through Saskatchewan, leaving a trail of dead, homeless sufferers and wrecked homes in its path of destruction.

CUPID WORKING ON STATEMENT

Prince Reported to Be Preparing Hot Shot for His Political Foes.

Prince Cupid, Delegate of Hawaii to congress, is reported to be working upon a statement which he proposes to give to the people of the Territory within a few days. Although he positively declined last night to make known the contents of the document, it is reported that it contains some of the hottest political shot yet fired in the long battle the Delegate has waged.

It is understood that among other things Kuhio will reaffirm his intention of withdrawing from the party he has represented in Washington, should President Taft see fit to ignore his charges or Secretary Fisher refuse to approve them after his visit here. He will not support Frear in any event, continues the report, which is more or less authenticated.

The same reports insist that the Delegate will urge the changes he has before demanded and will repeat his charges against Governor Frear with the addition of more recent "violations." He will, it is said, declare his intention of working hard to select a legislature to defeat the plans of Governor Frear, should that official be re-appointed. He will also, it is said, assert that should Mr. Frear be selected by the President, he will undertake to introduce into the house at the next session, a resolution calling for the amendment of the Organic Act of the Territory, by striking out the clause which now prohibits any but a resident of Hawaii from becoming Governor of the Islands.



The Skipper Who Brought the Lurline to Victory.