

DEATH HAD NO TERRORS

Civil Engineer H. Perry Feared Madness.

KILLED HIMSELF BY GAS

For Ten Years He Was With the Hawaiian Sugar Company at Makaweli.

Henry C. Perry, former civil engineer of the Makaweli plantation, and the man who made the carrying of water through the big acreage of the plantation possible, committed suicide in Oakland, California, November 30, in a cheap lodging house. Letters received by the last steamer from Oakland by friends of the deceased confirm the sad news. Henry Perry was a man of ability, and his engineering feat in bringing the water system for the Makaweli plantation to such a state of perfection, is looked upon as one of the best pieces of work accomplished in the Islands.

The deceased left the Islands about a year ago on account of his health. The following account of his sad death is taken from the San Francisco Chronicle of December 2:

OAKLAND, Dec. 1.—Fearful that his mind was falling, Henry C. Perry, a well known civil engineer of Berkeley, committed suicide last night in an Eleventh street lodging house by inhaling gas. The suicide was deliberately planned and as carefully carried out, though preceding events indicate that the man was temporarily insane.

Perry was a native of California, forty-two years of age, and was a graduate of the State University, having been a member of the class of 1883. For more than ten years he held an important position with the Hawaiian Sugar Company. While on a visit to this State about a year and a half ago he expressed fear that his mind was giving away.

Prominent physicians advised him that his trouble was purely a nervous complaint and that with proper care he would be all right. He returned to the Islands, but after a few months he came back to this Coast to seek medical attendance. He was subject to fits of melancholy, during which it was with difficulty that his family could arouse him. These were due to his fear of insanity.

Recently he consulted with some of the leading experts in the State and only last week visited the Napa State Hospital, where he talked with Dr. Gardner, superintendent of that institution. Despite the assurance of these experts that his mind was all right, Perry continued to brood over what he feared was bound to come, and he carefully and coolly planned to end it all.

Shortly after noon yesterday Perry called at 565 Eleventh street and engaged a small back bedroom. He explained to the landlady that his wife was in Napa and that he would want the room for some time. He inquired carefully as to the time the gas was turned off, remarking that he was a great reader and often read late into the night. Being informed that the gas in the hall was turned out at 10 o'clock, but not at the meter, he seemed satisfied.

Returning to his home on Ashby avenue, Berkeley, Perry dined with his family, afterward requesting his wife to make an inventory of all the property they owned. Owing to his eccentricities Mrs. Perry did not think seriously of this, and even when he complained that she did not take proper interest in their affairs she thought nothing of it. About 9:30 o'clock he told Mrs. Perry to go to bed and rest, saying he would take a short walk before retiring. His wife never saw him alive afterward. As her husband had not returned when the last train from San Francisco arrived, and beginning to fear that something serious had happened, she telephoned to her brother-in-law, ex-County Recorder Charles H. Spear.

The police and morgue officials of San Francisco, Oakland, Alameda and Berkeley were notified, and a search for the missing man was begun. His body was found in a little room in the lodging house about 8 o'clock this morning by roomers who had detected the strong odor of gas emanating from the room. They found the body half reclining on the bed, which had been placed directly under the gas jet.

A message to the coroner resulted in the remains being identified by Mr. Spear a few minutes later. The remains were removed to Brown's undertaking parlors.

The family of Perry consists of the wife and two children. They are comfortably provided for by the estate of the deceased, which consists chiefly of plantation stock and money in bank.



SUGAR ENGINEERING IN HAWAII.

George Osborne of Kukuiahi, Hawaii, takes exception to the statements of Mr. Hedemann which appeared in the Louisiana Planter a short time since wherein the latter stated that no one in the Hawaiian Islands was competent to accurately describe the construction of bagasse furnaces. Mr. Osborne, in a long article which appeared in the Louisiana Planter December 1, and the following refutation of Mr. Hedemann's statements, and gives his own opinion in regard to sugar engineering in the Islands, which is of great interest to planters. Writing from Kukuiahi, November 5, he says:

I have read Mr. C. Hedemann's letter, published in the Louisiana Planter October 12th, 1900, and am very much surprised to see that Mr. Hedemann states that, in his opinion, there is no one in the Hawaiian Islands capable of giving a description of the construction and efficiency of the bagasse furnaces, that we have in use at the present time in Hawaii. Now, it would be just as reasonable to state that there is no one here capable of designing a sugar mill, after twenty years' experience in making them. And what is more, as these furnaces, I would like to ask, that a man cannot understand after working them for twenty years? The fact of the matter is, there is no difficulty about understanding the working of these furnaces, excepting to outsiders.

It is manifestly unjust to say that engineers like myself, and many others, who after having experience in a dozen of the largest mills of the Islands, and the various types of boiler and style of furnace that has been designed here, should not know enough to write an intelligent letter about them. As to myself, I may say that I have always taken a lively interest in this subject, and have noted every change and every improvement that has been made during all these years, and though there have been many failures, still the general result and opinion is that we have a better furnace today than we ever had before. Yes, I am glad to say that we can report progress all along the line, wonderful progress, for notwithstanding new machinery has been constantly added to the plant, and more power and consequently more steam required, we have, as a general thing, got along with the bagasse alone as fuel.

Mr. Hedemann also states that in his opinion this improvement is due to the adoption of the nine-roller mill rather than to any improvement in furnace construction. This again has no been my experience, nor the experience of the Union Mill, Kohala, or the Hamakua mill, or of many others that I know of. In fact, every one of these mills found themselves short of fuel after starting up their nine-roller mills.

And it was only after reconstructing the furnaces that this great defect was remedied. One of the most costly of these is seen at the Hamakua mill. At this mill the cost of extra fuel was so great as to cause them to make extraordinary efforts to reduce it, but after doing everything they could think of, besides putting in a new boiler, they were almost as bad off as ever. As a last resort they concluded to reconstruct their furnaces, during the grinding season, by doing the work on them one at a time. And strange to say, that after only two of them were changed they were such an improvement in steam production that they could get all the work done with the bagasse alone.

Is not this a convincing proof that there is something in these furnaces? Indeed, I think it a splendid result, and something to be proud of. These furnaces are what are known as the step-ladder furnace, and the best of them are oven-shaped and fitted with horizontal bars at the bottom and with hot air pipes and with small flues that pass along the sides of the furnace and come out in the bridge wall, as per sketch in the Louisiana Planter, July 14, 1900. One of the advantages of this style of furnace is the absence of smoke, for there is scarcely any smoke ever seen issuing from the smokestack, which alone is an evidence of good combustion.

Mr. Hedemann, however, is right in one thing, when he says that too little air is known of the state of the gases as they pass through the grate, and though this is a vital question, with one or two exceptions this is an unknown quantity. At the Kukuiahi mill, however, we have been making extensive experiments in this direction, and we have kept a daily record of the percentage of the COO or the carbonic acid in the gases of combustion. The process of making steam presents two problems; first, the production of heat from the bagasse; second, the utilization of the heat thus obtained. To heat the water to boiling point, it is necessary not only to have a good furnace, but the air supply must be regulated to a degree, or there will be a loss. For instance, if too little air is used, we get carbon monoxide in place of carbon dioxide, which results in a great loss of heat. The same may be said when too much air is used. To obviate these defects we have been using during the past season the "Auld's patent gas weighing machine," called the economizer, which indicates permanently and automatically the amount of carbonic acid in the combustion gases.

This little instrument has proved a revelation to us, and has demonstrated that our old method of firing bagasse was all wrong. For instance, we have been taught that to admit very much air above the grates was bad practice, but we find, by tests made by this instrument, a bagasse fire needs a great quantity of air admitted above the grates. It will, perhaps, surprise many engineers to learn that we admit more air above the grates than we do below, and get better results. We also find that automatic firing is an immense improvement over firing by hand; and that firing too much bagasse at the furnace is as bad as firing too little. We find that by properly regulating the air and bagasse we can get eminently better results, and this can only be done by the means, when he has a guide such as the economizer, to indicate exactly just what is being done in the furnace at all times of the day or night.

We have been highly pleased with this little machine, and consider it invaluable to steam users, because without such an instrument one is working in the dark, and has no way of knowing whether one is getting good results from the fuel or what defects there may be in the furnaces or flues.

Some idea of the value of this instrument can be seen from the chart that accompanies the sketch of the furnace that was published in the Louisiana Planter, July 14, of this year. Since then we have been enabled to get still better results; for, by watching it is instrument the fireman has been enabled not only to get the percentage of COO, or carbonic acid, up to the highest limit that is possible, but to keep it there almost the entire day.

In our first experiments we read the indicator every minute, and during the trial we tried different methods of firing, and different ways of admitting the air, until we found out the way that gave the highest percentage of carbonic acid gas. We found that we got the best results on the Heine boiler when the ashpit door was kept open only two inches, and the fire door, which is six feet wide, was kept open six inches; but the tandem boilers, having less draft, had to be fired differently. This letter will, I think, give you some idea of what we are doing out here, and though we cannot report, nor have we expressed all we could have wished, we still think we are making some progress.

WATERHOUSE COMPANY TO MOVE UP-TOWN.
Henry Waterhouse & Co., the stock brokers, expect to move into their new quarters, at the corner of Fort and Merchant streets, formerly occupied as a cigar store, the middle of next week. Their new buildings and offices were ordered some time since and may arrive on the Sierra. The firm has decided that the brokerage business can best be conducted in the up-town district and that the waterfront is no longer the place for such a lively business.

A NEW PACIFIC RAILROAD.
One of the most ambitious railroad projects which has lately been brought forward, says Bradstreet's, takes the form of a proposition to construct a road from Salt Lake City, Utah, to Los Angeles, Cal., under the title of the Los Angeles & Salt Lake Railway Company. Articles of incorporation of this company were filed at Salt Lake City last week, with a nominal capital of \$25,000,000, of which the sum of \$5,000,000 was said to have been covered by cash subscriptions. The full details of the scheme have not been published, nor is anything made public of a definite character as to how it will be financed. It is interesting to note, however, that Mr. W. A. Clark, the Montana millionaire copper-mine owner and candidate for the representation of that State in the National Senate, is the president of the new company, and that a number of prominent politicians and business men in both the East and West are associated with him in the directory and management. It is, however, also worthy of observation that among the names which figure in the list of directors are no representatives of any prominent railroad corporations, so that it is impossible to deduce anything directly from the personnel of the concern about its origin or affiliations with other companies. It is stated that the Los Angeles Terminal Railway, which has been constructed about fifty miles of line in and about the city of Los Angeles, with wharves and warehouses on the Pacific, is to be acquired, and will form part of the new system.

The total distance to be covered between Salt Lake City and Los Angeles is upward of 1,100 miles, so that the new road, if built, will be of no inconsiderable length. Considerable portions of the road, if the line is constructed as a direct route between the two points, would pass through sections of barren territory in Southern Nevada, and there will also be a great deal of mountain work along the new line, although it is stated that the engineers who have made the preliminary surveys have discovered low-grade passes, and that it will compare favorably as to grades with the other railroads extending from the western slopes of the Rockies to the Pacific Coast. It will, however, naturally be several years before the road can be completed and become a factor in the transcontinental and Pacific Coast railroad problems. The construction of a line from Salt Lake City to either San Francisco or Los Angeles is not altogether a new project. The Union Pacific already possesses, as part of its Oregon Short Line system, a line of road extending southward from Salt Lake to Frisco, Utah, a distance of several hundred miles, while a further extension of this road has been built to Uvada, near the southwestern corner of the State of Utah. It has frequently been suggested that this line might be extended so as to give the Union Pacific system an outlet to the Pacific Coast independent of its connections west of Ogden, Utah, with the Central Pacific and the other lines of the Southern Pacific system. Reports that such a move was contemplated by the Union Pacific have, however, been uniformly denied, and at present the management of that company is to all appearances in such firm accord with the interests in control of the Southern Pacific that it would be unlikely to undertake any new construction which would bring it into competition with the different railroad properties of the latter company. Some suggestions have been heard that the Los Angeles & Salt Lake Railway may represent a further extension of a system to be created out of the union of those natural allies, the Denver & Rio Grande and the Rio Grande Western, the former of which affording the two latter roads a direct and independent outlet on the Pacific Coast. It would, however, seem hardly probable that such an expensive piece of railroad building would be undertaken unless the capitalists who stand sponsors for the new enterprise have the backing and are expected to use the road, when completed, over to some of the larger systems, such as the Atchafalaya of the Rock Island, which latter road, it has been long thought, was heading toward the Pacific Coast.

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