

almost within touching distance, and the Humboldt seemed to be resting on a nest of rocks. She carries about 200 tons of freight.

Purser Laird and Mr. Buhne are both confident that the vessel is a total loss. The Humboldt was launched in this bay October 2, 1875, and was built by the business men of this county. She has had more than her share of bad accidents in her twenty years of life and has always come out unscathed. Only one life was lost in twenty years—that of Second Officer Cabanis on the last trip.

Several years ago the steamer Arago ran the Humboldt down near Point Reyes and came near sinking her. Some time afterward she lost her rudder on the bar. She was four days in reaching San Francisco. She was valued at \$90,000 when new, and carried a valuable cargo on her last trip. She was insured for \$30,000.

AN UNLUCKY BOAT. The Humboldt Figured in Frequent Accidents.

The Humboldt sailed from San Francisco for Eureka, Fields Landing and Arcata last Friday morning. She had a large general cargo and the following passengers: F. W. Belcher, L. Fittell, H. H. Noyes, Mrs. E. Young, J. W. Lavaool, O. Merrill and wife, Mrs. E. McCann, S. G. Aglar, E. Miner, R. H. Flowers, Miss J. Griswold, Miss E. L. Stewart, Miss J. Schatzer, Mrs. E. H. McGowan, A. H. Buhne, A. Hosmer, A. Wahlron, Joseph Hayland, M. Harrison, E. Felt, F. Armstrong, Mrs. Ross, Miss J. Callif, Mrs. Francis, Mrs. Harrison, L. Schwartz, J. P. Elliott and J. Olson.

The Humboldt was a stanchly built vessel, having been practically reconstructed in 1886. For years she has been in Eureka, Fields Landing and Arcata trade, and was a favorite with the traveling public. Max Kalish, who is now the popular agent of the line, was for years the purser of the steamer. She was built originally at Eureka in 1875, and is 236.65 net tonnage. Her dimensions are: 154 feet long, 25 feet 8 inches broad and 9 feet 6 inches deep. W. J. Sweasey is the managing owner and Captain Edwards was in command when the steamer sailed last Friday.

A thick fog has prevailed along the coast for the last three days, and the general supposition is that the ship lost her way and went on the rocks in the early morning.

The Humboldt has been very unfortunate of late years. Many months ago her engines broke down, and she was three days overdue when a tug picked her up and towed her into port. Later, she was in collision with the steamer Arcata, but arrived on time with a yawning hole in her bow, which had been patched up with canvas. On the trip before this ill-fated one Second Mate Cabanis was washed overboard and drowned. Seas were breaking over the forward part of the vessel and a number of butter-boxes on the forecastle got loose. Cabanis went forward to secure them, and while he was at work a very heavy sea broke aboard and carried the butter-boxes and the unfortunate sailor away. The vessel was stopped and life-belts thrown over, but the chances are that Cabanis was stung by one of the boxes striking him, because his body was never seen again.

Should the Humboldt prove to be a total loss the chances are that no vessel will be built to take her place, and there will be no competition for the Humboldt Bay trade.

WILL SOON BE LAUNCHED. At Philadelphia the Brooklyn Has Been Made Ready for the Waves.

The New Armored Cruiser is a Marvel, and Represents the Highest Type of Warships.

WASHINGTON, D. C., Sept. 28.—The launch of the new armored cruiser Brooklyn, at the Cramps shipyard in Philadelphia, next Wednesday, will be quite an event in naval circles. The Brooklyn represents the highest type of the armored cruiser, and naval officers say that experts throughout the world upon the new American cruiser as a marvel of ship-craft.

She has been compared to the New York, but is said to surpass the latter in efficiency, steaming radius, coal-carrying capacity and weight of metal discharged from her batteries.

The New York was declared by the experts at the Kiel celebration to be the most superb specimen of the unarmored class of ship afloat. The Brooklyn, in general design, resembles her and has already been given the title of the New York's sister ship. But the Brooklyn not only combines all of the valuable features of the New York, but adds those of later development.

The speed required of her is the same as that of the New York, twenty-one knots for a four-hour run, but the Cramps expect her to beat the record of the New York. Her engines are more powerful and her lines sharper, due to having twenty feet greater length than the New York. Her coal capacity, it is said, would enable her to steam around the Horn to San Francisco without once having to stop for an additional supply. The enormous height of her funnels keeps her funnels burning at a livelier rate than those of any other ship now in commission, and enables her to maintain a high rate of speed without a false draught. The Brooklyn looks at a distance very much like the Jean Bart, the great French armored cruiser seen at the New York naval review.

When completed she will cost upward of \$3,000,000, exclusive of ordnance and armor. The vessel has now been building about three years. She was authorized July 19, 1892, with a limitation on her cost not exceeding \$3,500,000. Her dimensions are as follows: Length on load water line, 400.50 feet; extreme beam, 64.35 feet; mean draft, 24 feet; displacement, 10,000 tons; indicated horsepower, 16,000; speed in knots, 20; total coal capacity, 1750 tons.

Pacific Coast Penitents.

WASHINGTON, D. C., Sept. 28.—Penitents have been granted as follows: California: Original—Charles F. Schmidt, alias Charles Frazier, Santa Ana; William Campion, Veterans' Home, Napa; Jeremiah Pryor, Bidwell's Bar, Restoration, reissue and increase—Thomas A. Brown, deceased, San Francisco; reissue—William Gardner, San Francisco; Octavius K. Clouman, Yuba. Oregon: Reissue—Edward D. Hagen, Brownsville, Linn. Washington: Reissue—James A. Benson, Cathlamet, Wahkshum.

Killed by a Train.

PITTSBURG, Pa., Sept. 28.—William Brady and John Ellison, two members of the Scribner & Smith Circus Company, were instantly killed by a train on the Pittsburg, Cincinnati, Chicago and St. Louis Railway this morning at Hudson's crossing, near Carnegie Station. The men were traveling to Chicago. The train was in a carriage and were struck by a train while crossing the track. A heavy fog prevailed and is probably the cause of the accident.

WILL RETURN THE CUP. America's Small Trophy Not to Be Taken Abroad.

For the Third Time the Fast Little Rater Defeated the Spruce IV.

THE ETHELWYNN WON.

Field's Boat Successfully Defended the Cup by Winning Three Out of Five Races.

HAD PLENTY OF TIME TO SPARE.

Centre Island, L. I., Sept. 28.—The Seawanhaka Corinthian Yacht Club's first series of races for an international challenge trophy for smaller raters closed today and resulted in a third victory for C. J. Field's 15-foot Ethelwynn. The terms of the series being the best three in five races, the American boat has therefore successfully defended the trophy.

The course to-day was the triangular one of two miles to the leg, twice over, a total distance of twelve miles, and was the seventh day of racing, two abortive attempts having been made on the 21st and 24th. At the close of the racing yesterday the record was two victories for each boat, with a protest pending from the challenger boat, the Spruce IV, her owner, Mr. Brand, having claimed a foul in yesterday's race. After hearing the evidence from the sailing-masters of both the boats the committee decided the claim of foul not proven. The hearing took place at the clubhouse last evening, but though a decision was reached it was not promulgated.

The committee desired Mr. Brand to withdraw his protest and gave him overnight to decide, but this morning Mr. Brand decided he could not recede from his position and the committee announced their decision, which gave the race to the defending American boat as sailed in its merits.

The fifth race being necessary, the course was decided by lot, the Englishman winning. He chose the triangular course, which, with the wind east-northeast, meant first leg to windward work and two of reaching, the latter being the strong points of the Spruce IV. The starting signal was given at 12:45, with the wind about eight knots, both yachts maneuvering to the windward of the line. They came up and crossed the line close hauled on the starboard tack, with Ethelwynn in the windward position. The actual crossing time (unofficial) was: Ethelwynn, 12:45:25; Spruce IV, 12:45:45.

Both stood away on the starboard tack, heading northeast for the beat to the first mark. The first tack was made twenty minutes after crossing, and the American constantly beating to weather through better pointing and faster footing needed only nine ticks to the mark, while the Briton required eleven. The Ethelwynn's official time as she began the starboard reach to the next mark, showed a gain on the first leg of two minutes, fifteen seconds. The second leg, a broad reach to starboard, was turned by the Ethelwynn with an addition to her gain of forty seconds. The third leg, a broad reach to the starting line, showed the surprising gain for the Ethelwynn on her rival's best points of going of one minute, ten seconds. Her net advantage at the end of the first round was four minutes, ten seconds.

On the next leg, a second of windward work, the Ethelwynn needed eleven ticks to weather the mark, while the Spruce, though making but ten, seemed to be pointing badly and footing slowly. The Ethelwynn's net gain to the mark was 3 minutes 38 seconds, being a better showing than on the first round, though the wind was of but little greater strength.

The remainder of the race was a procession, though on the first leg, the starboard reach on the second round, the Spruce picked up one second, her only gain of the day, probably because the Ethelwynn set her big jib for the reach home before jibing around the mark. Her net gain for ten miles was 7 minutes 47 seconds, and here the exact line on the merits of the two boats stops, because she finished, at 4:15:09, the victor of the day and the successful defender of the cup, the wind shifted to the southwest and Spruce IV, being headed off, had to make four tacks to reach the finish at 4:25:30.

According to the most conservative estimates the Ethelwynn's net advantage at the end of the twelve miles, on the basis of her gain on the port reach to the finish on the first round, was precisely eight minutes.

The crews of both competing boats were heartily cheered by the regatta committee and friends on the flagship at the finish. The race to-day was witnessed by many yachtsmen from the largest fleet present on any day.

DEPARTURE OF DUNRAVEN. He Will Return Next Year in Quest of the Cup.

NEWPORT, R. I., Sept. 28.—Mr. Laycock's big yacht Valhalla, which came especially to witness the America cup races, left this morning, having on board Lord Dunraven and his two daughters, Lady Elizabeth and Lady Rachel. Previous to his departure he was seen by THE CALL correspondent and consented to give his views on the cup races of this year and the prospects for racing in the future.

Referring to the statements which had been credited to him that he did not have a high regard for the American press, he said that he wished that error corrected. He did think that the American newspapers had dealt very fairly, and while, of course, there were a few whose tone on the difficulty had not been what common courtesy should have dictated, the general tone was of the highest character.

"There seems to have been an idea abroad that I never intended to challenge for the cup again, and that even if I did so the challenge would not be accepted. This is entirely misleading, as I had in mind prompt challenge for next year as soon as the present difficulty had been settled in some way. I see that I am rather late now, but if the present challenger does not succeed in capturing the cup next season I shall surely be back in 1897 for another try."

Asked whether he could say anything in regard to the manner in which he had been treated by the New York Yacht Club he smiled and replied: "I have no cause for complaint. I was treated the same as one gentleman treats another. Of course, I had to experience a little of the ill luck which must follow every sportsman, but I

do not blame the club for that by any means. I must acknowledge that we were beaten fairly in the first race, but I think that in the second the Defender's chances of winning were not very much impeded, as during the whole time that she was engaged in repairing her topmast shroud we were luffed up, thinking that the race had been called off, so that we did not gain the enormous distance that is generally supposed. The event was unfortunate, but it is past and I am disposed to let bygones be bygones and hope for better luck next year.

I shall keep the Valkyrie here until next season, when she will be used as a trial horse for our cup-challenger, and she will also take part in all of the important races and I expect that we shall give a better account of ourselves, for you know I have not yet been tried in heavy weather. It is with sincere regret that I leave America, but I shall be back early in the spring, when I hope to be actively engaged during the whole racing season."

CANADA WANTS THE CUP. Prominent Men Will Build a Boat to Compete for the Trophy.

MONTREAL, CANADA, Sept. 28.—The outcome of the cup races this year has given a tremendous boom to yachting in Canada and as a result of this boom a syndicate of wealthy men, members of the Royal Canadian and Royal St. Lawrence Yacht Clubs, have signified their intention of challenging for the cup next year.

The gentleman said to be the head of the syndicate is Sir George Rivers, the wealthy railroad magnate, and he is supported by some of the best-known business men of the Dominion. In the event of the boat built this year not being able to compete for the cup another will be built in 1897 for the same purpose.

Canada has already had two tries for the cup, in both being unsuccessful, but this time she hopes to have better luck, as she thinks it will be easier to build a boat to suit the American conditions, as they are practically similar to those of Canada. Plans are already being drawn for the new boat, and it is said they are by Watson. The new boat will be designed of similar material to that used in Valkyrie III and will also be largely constructed above the water line of aluminum. The total cost will be about \$100,000.

BASEBALL FRANCHISES. Spirited Contest to Secure Franchises From the Western League.

CHICAGO, ILL., Sept. 28.—No decision was reached by representatives of the Western Baseball League in regard to which clubs shall make up the league, which is as yet incomplete by two clubs. A six-club league in which the franchisees are to be for five years each was formed last night, but all efforts to complete the number of clubs proved futile to-day's session, and the league adjourned to meet in Chicago November 20, when it will hear the report of a committee appointed to consider the claims of four cities to a franchise.

The cities are Columbus, Omaha, Grand Rapids and Toledo, and the committee consists of President B. B. Johnson, W. F. C. Golt of Indianapolis and Matt Killilea of Milwaukee, manager of the Grand Rapids team, who is the most favored bidder for the Columbus franchise, told the delegates he wished it understood that if he could not get the Columbus franchise he was a bidder for any he could get. Manager Denny Long, who holds the Terre Haute franchise, is a bidder for any club he can get also. It was given out that if Billie Smith, who has secured Carney for Detroit next season by trading for him two players, an in and out fielder, Mr. Vanderbeck also claims to have traded for Al Weddige, also a Terre Haute player.

The \$18,000 surplus, after the \$8000 provided for by the constitution to be set aside as a sinking fund had been subtracted, was divided up among the members of the league, who will make out the circuit table later on.

HARMON ON PRIZE-FIGHTING. Corbett and Fitzsimmons Not to Be Allowed to Meet in Indian Territory.

WASHINGTON, D. C., Sept. 28.—Attorney-General Harmon observed to-day: "I have just looked up the law about prize-fighting in Territories, and also about prize-fighting in the Indian Territory, which legally speaking is not a 'Territory,' but simply a 'country,' and I have concluded that while there may be no law to prevent prize-fighting in the Indian country yet to the satisfaction of the people, it can be by main force. I have therefore concluded that the Corbett-Fitzsimmons fight will not come off in the Indian country, even though they make arrangements with the Indians to accommodate the enterprise."

"The Government can send troops into that country to prevent a disturbance of the peace without being applied to by the local Indian Government, and I shall take all the necessary steps to prevent the fight being pulled off in that country. Then it won't do to try and pull it off in Oklahoma, for while they might fix territorial authorities there, troops could be sent in without a request being received from the Government."

The Attorney-General received a number of messages to-day, asking him to prevent the mill in the Indian country. This is in response to the statement by Dan Stuart that they would have to fight in the Indian country if forced out of Texas by the Legislature. On receiving the messages the Attorney-General investigated the matter and was of taking a position for official action.

Eastern Football.

HARTFORD, CONN., Sept. 28.—The Yale football team played the Trinity team this afternoon in the presence of a large crowd of spectators. The Yale team won by a score of 14 to nothing, the touchdown being made by Dewitt and Rogers, Sheperd failing to kick a goal.

PROVIDENCE, R. I., Sept. 28.—The football season was opened by the Browns defeating the Newton Athletic Association's strong eleven this afternoon by the score of 32 to nothing.

BOSTON, MASS., Sept. 28.—The Harvard eleven defeated Dartmouth to-day by a score of 4 to nothing. No brilliant plays marked the short contest of the 15-minute halves.

Seek a Pardon for Hanson.

WASHINGTON, D. C., Sept. 28.—Captain James F. Smith and Representative James G. Maguire arrived to-day. The latter is particularly interested in securing executive clemency for Hans Hanson under sentence to be executed October 18. He will try to see the President, and place the case before him orally, and in this he will be aided by Maguire. They filed with the pardon clerk papers asking for the pardon of Hanson, the case being eleven of the jury, the captain of the Hesper, on which the crime was committed, but the pardon is opposed by Foote, while Garter has not taken sides.

PLANS OF SOCIALISTS. Many Motions to Come Before the Breslau Congress.

Members of the Gentler Sex to Be Placed on Equal Terms With Men.

WOMAN'S RIGHT UPHELD.

Renewal of the Fight in Germany Against the Standard Oil Monopoly.

FEMALE DELEGATES TO ATTEND.

Berlin, Germany, Sept. 28.—The list of motions which have been forwarded from the different districts that will be represented in the coming socialist congress at Breslau, beginning on October 6, for discussion by that body, covers six columns of the socialist organ, the Vorwarts. The resolutions dealing with the Agrarian programme of the party, which has already been outlined in these dispatches, will meet with such decided opposition from many of the districts that it may be predicted that they are doomed. The committee which is responsible for the drafting of the Agrarian programme will probably accept a proposal to suspend final voting thereon until the convening of some future congress, the committee in the meantime collating material for a revision of the programme and as the basis of further agitation among the rural population.

The time limit of the congress will not allow any extended debate on the bulk of the proposals which are mostly of an ideal character and unworthy of the serious consideration of the congress. It is pretty well understood that several leading delegates are resolved to again make an attempt to bring the religious question to the front and ask the congress to affirm that religion is inimical to the socialist spirit and that the party is ready to fight every form of religious faith. In the eight hour day resolution a paragraph has been introduced applying the eight hour rule to all public offices, and demanding that the socialist members of the Reichstag be instructed at every session to move a labor bill, fixing eight hours as the maximum working day and the first day of May as a national holiday. The resolution also demands that the Socialist Deputies be called upon to introduce a measure placing woman in every way upon the same legal footing as man with no political or other disabilities.

Another proposed measure is one abolishing the laws placing unmarried women and their offspring in an invidious position before the law in regard to the old age insurance and providing that the period of eligibility to pension be reduced from 70 to 60 years. Apart from these proposals, aiming at socialist legislation, some of the Berlin districts are demanding that the officials of the Socialist party, including the Socialist members of the Reichstag, shall not receive more than 3000 marks per annum for their services, which sum shall not be exceeded in the payment of editors for the party organs.

A meeting of the women's branch of the Socialist party, held in Berlin, has decided to send two female delegates to the Breslau congress, in view of the proposed resolution admitting women to equality with men, and demanding that they be placed in every respect upon the same legal footing. In the face of these demands on the part of the congress upon the Government it is difficult to see how the female delegates can be excluded from the Breslau convention.

The chemical industries of Germany have held a conference to consider the advisability of taking steps to counteract the monopoly of the German petroleum market by the Standard Oil Company. One of the remedies which have been discussed is the reduction of the duty on raw oil to such an extent that home refineries would be able to compete with the imported refined product. This proposal was opposed on the ground that its adoption would seriously interfere with the German paraffin industry. A resolution was finally adopted favoring the plan of petitioning the Government to call a convention in Berlin composed of all interior industries for the purpose of seeking in common conference a way to enable the German manufacturers and refiners to profitably refine foreign raw oil. In connection with the Standard Oil monopoly considerable relief has been given to the German trade by the immense increase in the production of petroleum.

At Schnednik, in Galicia, a petroleum well was found early in September which rose with such power that it flooded the land in the vicinity, and had to be closed until the necessary pipes and tanks could be got ready to receive the yield. This week the shaft was reopened and the well is now yielding 22,000 hundredweight of crude petroleum daily.

The syndicate which is working the well calculates it is capable of providing sufficient oil to supply the needs of Austria and leaving a balance for export large enough to render American and Russian competition impossible.

The Emperor has ordered that the unveiling of the monument to the late Emperor Augustus, in the Opernhaus-Platz, shall take place with great state ceremonies on October 21.

The Hamburg Correspondent, a semi-official publication in an article recurring to the recent reports of a Ministerial crisis, says: "There exist two groups who are angry at Prince von Hohenlohe's success as a Chancellor. The first group is composed of friends and adherents of ex-Chancellor Count von Caprivi, who wanted him to remain in office for personal and material reasons, and the next is formed of parties—bimetallists, agrarians and others—each party believing that their particular policy was defeated by the success of Prince von Hohenlohe. It is surmised that the Correspondent's utterance are intended as a slap at Dr. von Bismarck, Imperial Secretary of State of the Interior and vice-president of the Council of Ministers; Dr. Bosse, Minister of Ecclesiastical Affairs, Instruction and Medical Affairs, and Freiherr von Berlepsch, Minister of Commerce; all of whom are unfriendly to the Chancellor.

Professor Runnebaum of Berlin, who, on behalf of the German Government recently made a tour of the Pacific Coast, reports that the end of the forest on the Pacific slope will rapidly approach if the law does not soon protect them against the ravages of fire and the ax.

J. B. Jackson, secretary of the United States embassy here, has gone to Paris for a few weeks' sojourn. Ex-Congressman Van Voorhis of Rochester, N. Y., is among the Americans registered here. Other Americans here include H. A. Boyce of Lynn, Mass.; E. M. Fox of New York; P. Marzen and wife of Philadelphia, A. Loscher of Chicago, Miss Edith Collins, a niece of Chauncey M. Depew, and Helen North of Bristol, R. I.

The International Geodetic Congress will meet here next Monday when the new Reichstag begins. The representative from the United States is Dr. O. H. Tutman, a surgeon in the United States Hospital Service.

Rev. Frank Owen, for five years rector of the Anglo-American Church, gave a farewell reception to the American colony to-day. He goes to Vancouver to engage in business with his son. Mr. Owen and his entire family will leave Berlin on Tuesday.

SEVEN CHILDREN KILLED.

Many Others Also Wounded by the Collapse of a Schoolhouse.

LEON, NICARAGUA, Sept. 21.—By the falling of the walls of a schoolhouse, just out of the city yesterday noon, while the children were at their classes, nineteen children were wounded, some of them badly, and seven were killed outright. The authorities are blamed because the building had been declared unsafe.

Fighting on the Mosquito.

COLON, COLOMBIA, Sept. 28.—Advises have been received here that the crew of the British cruiser Tartar, stationed on the Mosquito Coast, had a skirmish on shore, in which a number of those engaged were killed. The British warship Partridge's proceeding from Jamaica for the Mosquito Coast. No particulars of the fight are given.

Seventeen British Warships.

CONSTANTINOPLE, TURKEY, Sept. 28. Seventeen British warships have arrived off Lemnos, near the entrance to the Dardanelles. Much comment has been caused by the appearance of the fleet and a distinct impression has been made in official circles here.

CHOLERA IN HAWAII. Sixty-Nine Cases and Fifty-Two Deaths Recorded.

There Can No Longer Be a Doubt as to the Nature of the Epidemic.

TEN MEN CONTROL HONOLULU.

But They Are Members of the Citizens' Central Sanitary Committee.

HONOLULU, HAWAII, Sept. 11, 10 A. M.

Cholera cases to date, 69; deaths, 52; reported soon after taken sick, 36; reported when dying, 18; reported after death, 15; completely recovered, 8; in hospital, 9. Nationality—Hawaiian, 63; American, 3; part Hawaiian and part negro, 1; Chinese, 1; Japanese, 1.

For the past thirty hours only one case has been reported, which was at 1:40 o'clock this morning. A much more hopeful feeling prevails in the community and every one thinks the strenuous measures adopted by the Board of Health and the citizens' sanitary committee are having the desired effect. There is no sickness among the 300 immigrants brought by the Rio Janeiro, and the remaining patients will likely recover. This is official from the Board of Health up to the present writing.

Although the Australia's mail closed at noon on the 5th inst., it was 9:30 p. m. when she left, the delay being caused by the large amount of freight still left in her hold. The Pacific Mail steamer Rio Janeiro was reported off the harbor at 1:30 p. m. The pilot-boat went out to meet her, but Captain Smith didn't need any pilot and came right in to the harbor, cholera or no cholera. He was permitted to land his saloon passengers and mails and his Chinese immigrants, the latter being put ashore at the quarantine island. He was refused permission to land any freight until the result of a meeting of the Board of Health in relation thereto was made public.

On Sunday morning the board held a special meeting, to which the leading merchants of the city were invited. The advisability of landing the Rio Janeiro freight was left to the latter and they voted to the number of forty unanimously against allowing any freight whatever to be landed here or on her return trip. This action was then endorsed by the board and the steamer's agents notified. Afterward the vessel was given the option of seven days' quarantine, at the end of which she would be allowed to unload her freight into a hulk. This did not suit Captain Smith and he left for San Francisco at once, on giving one hour's notice that he would take a mail. Many people were badly disappointed in not getting mail off by her, as the next steamer does not leave till the 19th.

At present the city is governed by a committee of citizens styled the central sanitary committee, composed of ten leading citizens irrespective of politics. They are W. A. Kinney, A. W. Carter, G. W. Smith, J. F. Colburn, S. K. Kane, T. B. McClellan, John E. Bush, L. A. Thurston, E. C. Macfarlane and C. L. Hopkins. Under this committee several hundred volunteers are working. The committee was organized on Saturday evening and started at once by ordering a complete census made. While this was going on on Saturday night the committee divided up the city into twenty-one districts, each under an inspector and deputies. On Sunday morning these inspectors detailed their deputies to certain streets, and before noon a complete report of a house-to-house visitation was in the hands of the central committee. This is done twice a day since, and will be continued until the epidemic is over. Every case of sickness of whatever nature, together with the name of the physician in attendance, is now reported twice daily. If, as in many cases, the parties are too poor to employ a doctor one is sent to examine the case immediately the report is received.

Of course the central committee and all under it are working in connection with and under the direct authority of the Board of Health, but its formation relieves the latter of a vast amount of work and responsibility and allows it to devote its whole time to other matters.

The house-to-house visitation develops a state of affairs that should have been attended to long ago. Hundreds of defective, neglected and filthy closets have been reported to the committee and orders given to have them cleaned out at once.

There seems to be no further doubt that the present epidemic is the true Asiatic cholera. Even the Chinese and Japanese doctors, who have been the most skeptical in the matter, now acknowledge it to be so since victims of their own races have been attacked and they could do nothing to help them.

The Bennington and Olympia are both at Lohaina, the old whaling port on the island of Maui. All are well on board both ships. The Olympia cannot get away until she takes on 1000 tons of coal, but Captain Reed will not take any chances of the cholera, and will wait for his coal until all danger is over.

Stubs Returning Home.

OMAHA, NEBR., Sept. 28.—J. C. Stubbs, third vice-president of the Southern Pacific Railway, was a returned passenger on the Union Pacific overland yesterday.

WAR ON GRASSHOPPERS. Object of the Million Clubs That Are Organized in Kansas.

WICHITA, KANS., Sept. 28.—The "Million Clubs" that are being organized in the farming districts of Kansas have for their object the extermination of the grasshoppers and other insects whose presence in great numbers in various parts of the State has occasioned a widespread alarm. Various new methods of ridding the country of hoppers have been tried with but indifferent success. A uniform plan of action will be decided upon, and then a concerted effort will be made to destroy the pests. No damage has yet been done by them.

COLLIDED IN A CHANNEL.

Two Steamers Met and Both Were Badly Damaged.

SAULT STE. MARIE, MICH., Sept. 28.—The wooden steamer Robert L. Fryer, bound up, with coal, and the steamer Corsica, bound down, with iron ore, collided at the dike in Hay Lake Channel this morning. The Fryer was cut through to the foremast. Her bow was almost entirely cut away. She lies with her decks under water. The Fryer is valued at \$35,000, and carries insurance of \$90,000. The Corsica was badly damaged. The Fryer was cut through to the foremast. Her bow was almost entirely cut away. She lies with her decks under water. The Fryer is valued at \$35,000, and carries insurance of \$90,000. The Corsica was badly damaged. The Fryer was cut through to the foremast. Her bow was almost entirely cut away. She lies with her decks under water. The Fryer is valued at \$35,000, and carries insurance of \$90,000. The Corsica was badly damaged.

THE PHYSICIANS. Of the Hudson Medical Institute Cured Mr. William A. Russell, Machias, St. Albans County, Wash.

YOU NEED NOT DESPAIR. A Wonderful Institution, in Which Can Be Found All the Latest Electrical Appliances.

IT IS THE YOUNG MEN THAT ARE BUILDING THE FAR WEST.

It is the young men that are building the far West. It is the young men to whom we must look for great improvements. We need fellows here to build buildings, roads, bridges, and all the things that are necessary to the progress of the West. Young William A. Russell, of Machias, St. Albans County, Wash., is an industrious, painstaking and progressive young man. Scarcely 21 years old, he has already achieved success in his line of work. He is now interested in one of the lumbermills of Washington. A short time ago he was a sick young man. His own letter speaks for itself.

AT THE INSTITUTE.

What the Specialists Are Doing to Restore Health and Strength to Sufferers.

It is an established rule of the Institute that no incurable diseases are taken. If an applicant is thought to be suffering from true cancer or tubercular consumption he is frankly told that he cannot be cured, though much may be done to allay his sufferings, but as medical science has yet failed to discover any cure for these two dreadful maladies all the physicians of the Institute are united in recommending that he be beyond human power to remove these evils. Nevertheless it should not be forgotten that there are many instances where mistakes have been made in diagnosing these diseases, so it is well for all sufferers to apply for help at the Institute.

All the Following Cases Are Curable:

Catarrh of the head, stomach or bladder; all bronchial diseases; all functional nervous diseases; St. Vitus' dance; hysteria; shaking palsy; epilepsy; all venereal diseases; all kinds of blood troubles; ulcers; wastes of vital forces; rheumatism; gout; eczema; neuralgic diseases; from whatever cause arising; neuritis; all blood-poisoning; varicose; poison oak; lost or impaired manhood; spinal trouble; nervous exhaustion and prostration; incipient paralysis; all kidney diseases; lumbago; sciatica; all bladder troubles; dyspepsia; indigestion; constipation; all visceral disorders, which are treated by the departing department. Special instruments for bladder troubles.

These are a few of the special diseases in which exceptionally remarkable cures have been made by the specialists, and it may frankly be stated that a helping hand is extended to every patient.

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