

THE GREATEST OF MODERN BATTLESHIPS.

SPLENDID SHOWING MADE BY THE POWERFUL INDIANA.

RUNS LIKE A YACHT.

ITS BUILDERS SATISFIED WITH THE EVIDENCE OF ITS POWER.

EXCELS THE MAGNIFICENT.

COMPARISON OF THE LATEST WAR VESSELS OF AMERICA AND ENGLAND.

BOSTON, Mass., Oct. 16.—The battleship Indiana was given a preliminary run over the official trial course to-day, and so successful was the trial that when the boat reached the upper end of the course...

The Indiana got under way at 8:30 A. M. from Boston light and started down the bay to Cape Ann. At 8:50 the ship was going ahead at full speed, and when about seven miles from the starting-line the forced draught was turned on. The course was from Cape Ann to Boone Island, a distance of thirty-one knots, and was marked by six can buoys at an equal distance apart of 6.2 knots. The average speed for the run up was 15.31.

Although the Cramps expected to do 15 knots easily with the boat, they were more than pleased with the showing she made on the run. The tide was running against her rather fast, and cut off probably three-quarters of a knot. The engines ran as smoothly as if they had been working for months, and not the slightest heating of any of the crossheads or journals was observed.

The run of the Indiana from Philadelphia to Boston in the nasty head seas she met, and the run under high pressure, vindicated the title of American naval constructors and American shipwrights as the best in the world. Foreign critics have declared that the Indiana would be top-heavy, and that she would roll herself to death in any sort of sea. Never was prophecy more absolutely refuted. The Indiana, with the heaviest weight of armor and guns above water of any ship in the world, rides the seas like a yacht.

MOST POWERFUL AFOAT. Comparison of the Indiana With England's Best Battleship.

Since December 19, when the new first-class barbette battleship Magnificent of the British navy was launched at Chatham dockyard, the experts on ship-building of all countries have devoted a good deal of time in commenting upon and criticizing the new vessel.

They have almost without exception used the French ship *Sardagna* and the American battleship *Indiana* as their standards of comparison, though some have used the battleships *Re Umberto* of Italy and the *Royal Sovereign* of Great Britain.

Even the English contractors who have spoken of the *Magnificent* have agreed that the enthusiastic English constructor who stated that the *Magnificent* was the most powerful vessel afloat was wrong, and almost without exception they point to the *Indiana* as one superior to the *Magnificent*. The *Indiana* will be worthy of the title that the Englishmen bestowed on the *Magnificent*—that is, "the most powerful vessel afloat."

As a matter of fact, a comparison of the respective merits of the *Magnificent* and the *Indiana* appears unjust to the latter, for the *Indiana* was designed and constructed for in President Harrison's administration, and the appropriation for the *Magnificent* was not made by Parliament until 1893, and so the latter has every reason to be, and is, more modern than her American rival.

Leaving aside, however, the improvements of the last few years for comfort of officers and men and the little details of mechanism, and viewing the *Indiana* and *Magnificent* purely as engines of war, the *Indiana* is, in the opinion of ship-builders, the better vessel of the two.

The principal dimensions of the *Magnificent* are: Length between perpendiculars, 330 feet; length over all, 420 feet. Her extreme breadth is 75 feet; the vessel's mean draught is 27 1/2 feet; the displacement is 14,900 tons. In the matter of engines, the British ship has triple expansion engines, which, with their twin screws, are supposed to develop a speed under natural draught of sixteen and a half knots and under a forced draught from seventeen and a quarter to seventeen and a half knots. Her coal-carrying capacity is 18,000 tons.

Armor and battery are the things upon which the claim of superiority are based, and they are certainly better than any ship ever before built in foreign shipyards. It is in the matter of the armor and battery, however, that the designers of the *Indiana* have been most particular, and they say that the *Indiana* is far superior to her English rival.

The *Magnificent* mounts four 22-inch breech-loading rifles, twelve 6-inch rapid fire, sixteen 12-pounder rapid fire and twelve 3-pound rapid-fire guns, or forty-four guns in all. Out of this battery the *Magnificent* can fire eight guns either ahead or astern, and with these eight guns she can throw 1659 pounds of metal.

Here the *Indiana's* superiority is demonstrated. Her battery consists of four 13-inch breech-loading rifles, eight 8-inch breech-loading rifles, four 6-inch, twenty 6-pounder rapid-fire guns, making in all thirty-six guns, or eight less than the *Magnificent*. With these, however, she can throw 4984 pounds of metal either ahead or astern, which is 3325 pounds more than the English battleship can throw.

In the matter of firing abeam the *Indiana's* superiority is demonstrated by the fact that with twenty-four guns the *Magnificent* throws but 3575 pounds; the American ship, with four guns less,

throws 5660 pounds, or 2095 pounds more than the Englishman's pride.

It requires three minutes under battle conditions to fire one round from a twelve or thirteen inch gun and the ships would be just equal on this point, but in three minutes the American could throw 5376 pounds either ahead or astern and the English ship could only throw 4494 pounds.

Firing abeam as fast as possible with all available guns, the *Indiana* could throw 12,555 pounds, while the *Magnificent's* score would be but 8140 pounds.

As regards armor, the thickest portion of the *Magnificent's* is fourteen inches and the *Indiana* has eighteen inches of Harveyized steel at her thickest part. The steel used in both navies is practically the same, and, if there is any preference, it must rest with the American product, for the Harvey nickeling process is an American invention and has been longer in use on this side of the water.

With all of the *Magnificent's* forty-four guns trained seaward and fired simultaneously she would throw a weight of metal the total of which would be 4295 pounds, while the *Indiana* under like conditions would throw 6230 pounds, or 2035 pounds more than the English ship.

Some constructors regard it as very remarkable that the *Indiana*, which has 4673 tons less displacement than the *Magnificent*, should have an equal coal-carrying capacity and a heavier battery and yet make the same speed, but this is due to the lightness of the machinery.

GAMBLE IN STOCKS.

Depositors of an Iowa Bank Find That Their Money Has Been Recklessly Squandered.

DES MOINES, Iowa, Oct. 16.—A special from Sigourney says:

There is great excitement over the bank failure at Richland, this county. A. C. Charleton and Allen Stocker have conducted a private banking business at that place for years. Last Thursday Charleton disappeared, leaving a note in which he told his partner that he had gone for more money, and asking Stocker to run the bank until his (Charleton's) return. The safe was locked at the time and is still locked, as Mr. Stocker does not know the combination. On Saturday Stocker announced that he believed his partner left for parts unknown. On Monday various creditors became anxious, and attachments aggregating \$40,000 were secured for real estate formerly owned by Stocker, but which was deeded to his son on September 5. It is hoped to have the deeds set aside on the ground of fraud.

There are 320 acres of land worth \$50 an acre. The deposits are estimated to amount to between \$50,000 and \$60,000. The firm always paid 8 per cent interest on deposits and hence attracted a large custom. Charleton, it is said, had been dealing on the Chicago Board of Trade, and it is thought he lost heavily. The county has \$2000 on deposit in the bank, but it is secured. An attempt is being made to have a receiver appointed.

The two proprietors of the bank have always been considered honest men, although Charleton was of a speculative turn of mind. It is estimated that they cannot pay over 30 cents on the dollar even if the deed of Stocker's property is broken.

IMPRISONED BY INDIANS.

Habeas Corpus Proceedings Brought in Behalf of Winnemago Settlers.

LINCOLN, NEB., Oct. 16.—Habeas corpus proceedings were commenced to-day by the attorneys for William H. Garrett and John P. Meyer, the settlers on the Winnemago reservation, to secure their release from the custody of the Indian police at Pender, where they are held for interfering with the evictions.

The petition alleges that Indian Agent Beck had no jurisdiction over the strip of land on which the arrests were made, and it is on that part of the so-called reservation lying within Thurston County. It is stated that in 1888 the tribe of Winnemago Indians was dissolved, the members becoming citizens of the United States, and since that time there has not been any tribe of Indians occupying the territory. Judge Shiras issued a writ returnable next Thursday in the Federal Court.

MASSACRED BY BRIGANDS. A Wagon Train Falls Into the Hands of Nicaraguan Bandits.

All But One of the Accompanying Party Slain and Their Bodies Burned.

MANAGUA, NICARAGUA, Oct. 16.—Bandits are daily becoming bolder in spite of the combined efforts of the Nicaraguan and Honduras troops, who lately have been scouring the whole frontier.

On Monday forenoon a train composed of five wagons, accompanied by horsemen, merchants and the owners of goods in wagons left Ocotol for the south. During the night while all were sleeping, heedless of danger, bandits fell upon the camp. At the first volley from the bandits' rifles two horsemen and two wagoners were killed.

The rest recovering from the surprise immediately prepared for a defense, and resisted heroically for over an hour, but were finally overpowered by the bandits, who made their way into camp, killing all the survivors except Jose Oceana, one of the wagoners.

Oceana made his way to the bushes and though mortally wounded succeeded in crawling a mile and was brought by a ranchero to Ocotol, where with difficulty he told the story of the assault. The bandits went through the wagons, taking everything valuable, which they loaded onto horses. The rest they piled in a heap with the broken wagons and ignited the pile, throwing the dead bodies of their victims on the top of the heap. Then they drove with their booty northward toward the frontier.

Honduras troops have already left Ocotol, pursuing the bandits, who are reported to be under the command of the noted Chief Mena and it is expected they will soon fall into the hands of their pursuers.



ONE BY ONE BUCK KNOCKS 'EM OUT.

LAST OBSTACLE GONE.

THE VALLEY ROAD TO SECURE THE FAMOUS BLOCK 21.

NO HOSTILITY SHOWN.

MESSRS. SIMPSON AND GRAY ONLY WANTED CREDIT FOR THEIR DONATION.

RAISING OF THE BLOCKADE.

WHILE IT MAY BE CONSIDERED A COMPROMISE THE RESULT HAS LONG BEEN WISHED.

STOCKTON, CAL., Oct. 16.—It may be authoritatively stated that the Valley road will within twenty-four hours be in possession of block 21 of the city of Stockton.

This is the block made famous of late by many comments on the position assumed by Messrs. Simpson and Gray, the owners, toward the Commercial Association. It appears, when the matter is sifted down, that these gentlemen have not been so hostile to the association as some reports would indicate.

A private conference was held this evening by representatives of both sides, and at its close Attorney S. D. Woods was all smiles. The association is to have the block for \$4000, the original price, upon the assumption that the balance of \$3000 shall be considered as Messrs. Simpson and Gray's contribution to the Valley road fund of the Commercial Association.

They announced their willingness to make the deed provided the Commercial Association and the people of Stockton shall concede that the deed executed for \$4000 includes this latter proviso.

This may be regarded as a compromise measure, but time is as valuable as money now in the acquisition of block 21, for it means the raising of the virtual blockade at that end of the line. The agreement will beyond doubt be ratified by both sides to-morrow. While the association would like to have the latter provision out of the agreement it is regarded as a means of getting out of the present rather embarrassing situation.

MRS. BROWN'S BUSY DAY.

A Wife, a Miss and a Bride All Within Twenty-four Hours.

NEW YORK, N. Y., Oct. 16.—A Cleveland, Ohio, special says: Mrs. James A. Brown was a wife, a miss and a bride all in one day. Monday morning she was Mrs. Henry C. Rettger, at noon she was Miss Stena V. Roof, and

before the day was over, by the aid of the Rev. Francis M. Hall, she became Mrs. Brown.

Many years ago Stena Roof and James Brown were neighbors and schoolmates and lovers as well. They drifted apart, Brown marrying in the far West and Miss Roof becoming the wife of Rettger. Brown became a resident of California, and in course of time was divorced. Rettger, who was in the wall paper business on Loraine street, three years ago, became insane and was removed to the asylum in Newburg, where he has been ever since. The cause for which Mrs. Rettger sued occurring before the defendant's insanity, the Judge felt justified in granting the divorce and restoring Mrs. Rettger her maiden name of Miss Roof.

The reunited lovers will live in California.

DEATH IN A COLLISION.

Trainmen Lose Their Lives by the Crashing Together of a Freight and a Passenger Train.

ALTOONA, Pa., Oct. 16.—A collision took place between a passenger and a freight train on the Holidays branch of the Pennsylvania railroad, near the south end of the city, early this morning. The shock was a terrific one. All the passengers were thrown in a violent manner, but none sustained fatal injuries.

The trainmen did not escape so fortunately. J. L. Woodring, a brakeman, was caught between two water tanks and crushed to death, and Fireman Gook of the passenger train was caught in the engine and suffered the same fate. Engineer David Arthur of the passenger train received fatal injuries.

Others seriously injured among the trainmen are: H. M. Blackburn, fireman; George Tate, brakeman; H. S. Barnett, conductor, and B. S. Hoover, baggage-master.

A number of passengers on the passenger train were seriously and several, it is thought, fatally injured. The trains came together in a deep cut, and the fog was so dense that it was impossible to see over twenty-five or thirty feet ahead of the engine. The cause will not be definitely known until the railroad officials investigate the matter. It is apparent that the accident was due to conflicting orders.

Engineer Arthur was found pinioned between the boiler and the tank of the engine. The water and steam were pouring over him and he was crying for help. Finally he was rescued, but his injuries were terrible. He was speedily removed to the hospital, where he is dying.

STAR TORPEDOES SHIPPED.

Complete Outfit for the California Naval Reserve.

NEWPORT, R. I., Oct. 16.—An outfit of star torpedoes was this noon shipped from the torpedo station to San Francisco for the use of the California naval reserves. The order was not received till this morning, and in four hours the outfit was on the way.

This is the quickest work yet done at the station. No effort was made to make time and the record clearly shows the efficiency of the place. The outfit is a complete one of gun-cotton and torpedoes, and the California Reserves are the first branch of naval militia to receive any torpedoes whatever for use.

PITTSBURG AT WORK.

SAN FRANCISCO'S RIVAL OFFERS CASH FOR THE CONVENTION.

FUNDS FREELY GIVEN.

OVER SIXTY THOUSAND DOLLARS ALREADY RAISED BY THE COMMITTEE.

CONFIDENT OF A VICTORY.

GOING AHEAD WITH PREPARATIONS AS THOUGH CERTAIN OF BEING SELECTED.

PITTSBURG, Pa., Oct. 16.—This city is putting out strenuous efforts to secure the next National Republican Convention. It has gone at the undertaking with great method and is backing its claims with a fund big enough to do the thing up right.

To-day the fund amounts to \$20,000,000. Pennsylvania's United States Senators have put in their checks for \$1000 each and the iron firms and business men generally are showing liberality. Senator M. S. Quay, as State chairman, is using every energy to bring the convention here. Senator Cameron, just previous to going to the hot springs in Virginia, wrote a note promising his aid and influence.

A committee of 100 from the Chamber of Commerce is already working up sentiment for the big political gathering, and Superintendent Pitcairn of the Pennsylvania Railroad, who is chairman of the transportation committee, has promised in the name of his road a fare that will be lower than anything yet seen. That road has switches right into the Exposition building, where it is proposed to hold the convention. With the prospect of success the committee is already hunting up the names of the survivors of the convention held in Lafayette Hall in 1856, and these survivors will be the guests of the city. Lafayette Hall was torn down this summer to make way for a ten-story bank building.

Senator Quay will certainly use his influence to the utmost to bring the gathering here, and, since his triumph over the Pittsburg and Philadelphia rings, which this summer tried to defeat his State chairmanship aspirations, he has become undoubtedly the most powerful man in Pennsylvania. Besides, he was Republican National chairman in 1888. The city claims another ex-National chairman in Hon. B. F. Jones, who was at the political helm in 1884. Mr. Jones is head of the

COLOMBIAN CONSPIRATORS PUT TO DEATH.

A SCORE OF OFFICERS ARE SHOT DOWN AT BOGOTA.

EXECUTED IN PUBLIC.

ARRESTS OF THOSE WHO PLOTTED TO ASSASSINATE REYES CONTINUE.

ECUADOR ON THE AGGRESSIVE.

COLOMBIAN TROOPS SENT TO REPEL AN INVADING FORCE ON THE FRONTIER.

BOGOTA, COLOMBIA, Oct. 16.—Arrests of suspected conspirators continue here and in this department. The Government claims the conspiracy in Cauca is at an end; that it was in the interior and of slight importance. But it is now known that the arrests of twenty-one non-commissioned officers, sixty-seven soldiers and three officers were ordered, and the officers were immediately shot under the pretext that they attempted to escape. Sixteen non-commissioned officers were shot publicly in the presence of 1200 soldiers yesterday morning. More executions were announced for to-day.

General Reyes has received permanent orders from President Caro to proceed with the utmost vigor against the conspirators. The troops in Cauca are being distributed along the frontier, as it is known that a force of 100 men from Ecuador crossed into Colombia territory yesterday afternoon and is now being closely followed by national troops. Government officials are being closely guarded against any attempt at assassination.

The Government here emphatically denies that a conspiracy has been discovered among the troops garrisoned here. The discovery was made that the greater portion of the ammunition sent to the troops in the department had been made use of by the conspirators, and orders for more ammunition will be sent to the United States.

THE QUEEN'S BODY FOUND.

Murderers of Korea's Ruler Are to Be Punished.

YOKOHAMA, JAPAN, Oct. 16.—A dispatch from Seoul, the capital of Korea, states that the body of the Queen, who is thought to have been killed during the recent attack on the palace by the King's father, has been found. The Japanese Minister to Korea, M. Komoura, has been ordered to punish the murderers if it shall be proved that Japanese killed her.

ALL DIFFERENCES SETTLED.

An End to the Dispute Between Turkey and the Powers.

LONDON, Eng., Oct. 16.—The Chronicle will to-morrow publish a dispatch from its Constantinople correspondent who asserts that he is in a position to announce that all the questions between Turkey and the powers relative to the Armenians have been finally settled.

DENIED BY BAYARD.

No Ultimatum Submitted to England by the United States.

LONDON, Eng., Oct. 16.—In an interview to-day the Hon. Thomas F. Bayard, the American Ambassador, denied the story that the United States had sent an ultimatum to Great Britain in regard to the latter arbitrating her difficulty with Venezuela.

SIX HUNDRED KILLED.

Explosion on Board of a Steamship Loaded With Troops.

LONDON, Eng., Oct. 16.—A dispatch to a news agency from Shanghai says: An explosion occurred yesterday on board a steamship loaded with troops at Kung Pai, near Kincheow. It is reported that 600 of the troops were killed.

REWARDED FOR BRAVERY.

BERLIN, GERMANY, Oct. 16.—President Cleveland has sent a valuable silver cup to Ambassador Remyon to be presented to Captain Alfred Kreech, commander of the Hamburg-American line steamer *Suevia*, in recognition of Captain Kreech's act in saving the lives of eight men of the American schooner *Mary E. Amsden*, February 29 last. The schooner was bound from Lubec, Me., for Barbadoes, and when sighted by the *Suevia* was dismasted and drifting helplessly. The crew of the schooner was taken to New York.

SIGHTED A BURNING SCHOONER.

QUARANTINE, S. I., Oct. 16.—The steamer *Yucatan* arrived this afternoon, having on board Captain Johannson and the entire crew of the barkentine *Marauder*, which was wrecked off Cape Saint Antonio, September 27. The *Yucatan* yesterday afternoon sighted a burning three-masted schooner. She was afloat from stem to stern and one mast was gone. It was supposed that the crew had been taken off by another schooner which was about five miles away.

FOR ADDITIONAL PACIFIC COAST NEWS SEE PAGES 3 AND 4.

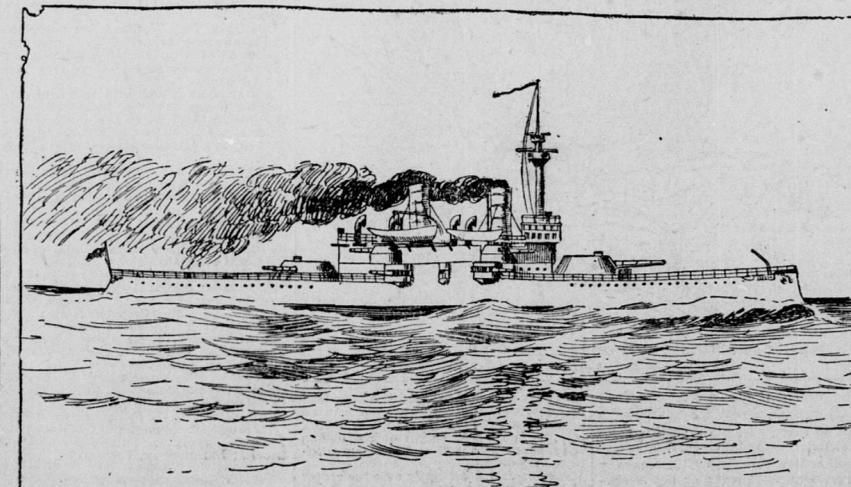
SMOKE

La Belle Creole CIGARS,

3 for 25c—10c Straight—2 for 25c

ASK DEALERS FOR THEM.

RINALDO BROS. & CO., Pacific Coast Agents, 300-302 BATTERY ST., S. F.



THE BATTLESHIP INDIANA, THE MOST POWERFUL WAR VESSEL AFOAT. [Reproduced from a photograph.]