

CHARLES MAYNE'S DEATH.

The Aged Capitalist Succumbed to Pneumonia Yesterday.

A DEATHBED RECONCILIATION.

The Nephews From Whom He Had Long Been Estranged Received With Affection.

Charles Mayne, the capitalist, died yesterday at 6 o'clock a. m. at his rooms in the Palace Hotel. A week before he was taken down with pneumonia while at the Pacific Union Club, and, owing to weakness of his heart, fainted at the time. He was removed to the hotel in an unconscious condition. After regaining consciousness he gained strength for about a day, but since then gradually declined.

During the week he became reconciled



CHARLES MAYNE AS HE APPEARED TEN YEARS AGO.

to his nephews, from whom he had been estranged for many years, and they, as well as Mrs. Barroillet, his ward, who always attended him when in his illness, were at his bedside much of the time until he died.

Charles Mayne was born in Potsdam, near Berlin, eighty-two years ago, and was christened Henry Merzbach. The family was large and the parents not very well off. Henry, while a lad, at the invitation of a relative in London named Charles Mayne, went to that city, and took the name on account of the prejudice existing in that time against Jews. He came to California in early days, and prospered.

His first successful ventures were made through the advice and with the assistance of the House of Belloc Freres, of which Henry Barroillet was manager. This he never forgot, and Barroillet married Louise Rabe, a daughter of Dr. Rabe, who was at that time United States Marshal.

Since the death of her husband she has been treated as daughter by the aged capitalist, and she has always ministered to him in sickness.

Some twenty years ago three of Mayne's nephews—Felix, Julius and Sylvan Merzbach—came out here, but they quarreled with their uncle, who refused to have anything to do with them. Some two years ago Mr. Mayne was dangerously ill, and Felix made an effort to bring about a reconciliation, but was refused admittance. Merzbach then declared war and published the fact that Mayne was not the capitalist's real name and accused him of selling under false colors.

Since then there had been no intercourse between uncle and nephew until his final sickness. They came and were admitted to the old man's bedside.

E. J. Pringle, who has been Mayne's attorney for many years, said yesterday: "Mr. Mayne was during this last illness very affectionate toward his nephews. They and Mrs. Barroillet were on very amicable terms. In spite of the estrangement from them he has probably remembered them all in his will. At the time of his previous serious illness two years ago he obtained the names of all his relatives, both here and in Germany, and made inquiries about each of them, before making his will."

"Mr. Mayne was an extremely kind-hearted man and gave away a great deal of money. He was a little quick tempered and irascible, and people were apt to think him crabbed, but he had a kind heart. I cannot help thinking of him with a great deal of tenderness."

Mr. Pringle would, of course, say nothing about how the property was divided, but it might be gathered from what he said—that each of the relatives would receive something. Mr. Mayne was worth between \$500,000 and \$600,000, about a third of which was in real estate and the rest in shares, notes and mortgages. The best known of his real estate is the old Portsmouth House on Clay street, facing Portsmouth Square, now tenanted by Chinese.

He was a large shareholder in the Bank of California and the Spring Valley Water Works and was a director in both of these corporations.

BUILDING MEN-OF-WAR. George W. Dickie's Interesting Lecture Before the Mechanics' Institute.

The Naval Architect's First Work in Designing a Battleship Graphically Described.

An audience that filled every available seat in the lecture-room of the library building of the Mechanics' Institute listened attentively to an exceedingly interesting and instructive lecture by George W. Dickie last evening. Mr. Dickie's subject was "A Man and a Man-of-War." He was peculiarly fitted to handle the topic, being manager of the Union Iron Works, where some of the finest warships have been constructed, and in its technicalities he outlined the principles of shipbuilding, likening them man's life to the underlying principles of man's life. The speaker interlarded his remarks on the mechanical technicalities of the ship-building art with comparisons of man to a man-of-war. That portion of the speaker's remarks concerning the construction of warships was in part as follows:

reception tendered to W. H. Webb, one of the foremost ship-builders of the country. I had been called upon to speak, and I predicted that inside of twenty years ocean steamships would be built in San Francisco. At that time few people thought my prediction would be realized.

This year we have sent models of the warships built here to the Imperial Government of Japan, and they occupy a prominent place among the exhibits of the great ship-building centers of the world. The naval architect in beginning a design for a battleship, most like an architect of a building, decides first on the foundation. The naval architect calls his foundation displacement, and his unit of displacement is thirty-five cubic feet, because that amount of sea water weighs one English ton. The first thing to be decided is how deep shall the foundation be. The depths of certain docks and harbors enable him to fix this at twenty-four feet. The bureau of engineering and ordnance equipment give him the weight of all the things the ship must carry, and he then figures on the weight of the structure itself. Taking the battleship just completed, for example, the result is 10,400 tons.

He now considers the width of his foundation. The weights he must carry help him to determine this, which, added to experience with the type of ship nearest to the design he proposes, fixes the width in this case at sixty-nine feet. Now, if he has to build simply a rectangular structure where weight was 10,400 tons, the displacement would be 364,000 cubic feet, the width being sixty-nine feet and the depth twenty-four, the length would then be 220 feet, or the smallest dimensions of foundation that would carry the load, and is called box displacement. Now a great many considerations present themselves. He knows that length will help him to fine lines and speed, but will detract from maneuvering qualities and speed not being everything, he again has recourse to experi-

ence, and this tells him that the difference between his battleships and a box must be somewhere between 6 and 65 to 1, so he decides on 63:1, and the length of the ship is therefore 248 feet. This, in America, is called the box coefficient. On this foundation of displacement rest our battleships.

Having determined the dimensions of the foundation that is to support the man-of-war, the naval architect must face the quality of stability, which depends upon the relative position to each other of two centers, the metacenter and the center of gravity, the stability of the ship being expressed by the sign of the angle between a vertical line and the line of buoyancy. This is the point around which a vessel moves in rolling, and its position is found by taking the center of buoyancy of all the sections and obtain from them a mean center of buoyancy. The metacenter will always lie in a longitudinal, vertical plane, bisecting the ships and vertically over the center of buoyancy; its position being found by dividing the amount of inertia of the load water plane relative to the middle of the vessel by the volume of displacement; that is, the foundation I have already mentioned.

The center of gravity must be found, and to do this the designer draws a line under the keel. This he calls the base line, and having determined the position of the metacenter he notes its position being found by dividing the amount of inertia of the load water plane relative to the middle of the vessel by the volume of displacement; that is, the foundation I have already mentioned.

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As Light As Day. Market street presented an animated appearance last night, crowded as it was by holiday buyers who were taking advantage of the pleasant weather to make their purchases in comfort, instead of taking chances on the rain that generally comes Christmas week.

All the stores handling holiday goods were open, even the great establishment of J. J. O'Brien & Co., which closes promptly at 6 o'clock any other time of the year, and which on this occasion seemed the main objective point of endless streams of humanity converging from every direction.

Passing with the crowd through the broad portals of the great store a brilliant scene of bewildering loveliness was revealed, for a limitless profusion of the richest, rarest and most novel productions in dress goods, silks, velvets, furs, cloaks, ribbons, gloves, handkerchiefs, hosiery, underwear, men's furnishings, silk umbrellas, curtains, portieres, fire screens, lace bed sets, lace trims, shopping-bags, purses, fur sets, feather boas, books, games, toys, etc., were shown, and their full attractiveness was brought out by the flood of light cast over everything by the new lighting system just put in.

This system embraces nearly 200 of the new Weisbach gasburner, and Mr. O'Brien was as enthusiastic over its success as he was over the immense business transacted, saying that it surpassed any system of artificial lighting he had ever tried—in fact, was the next best thing to daylight, as its soft, steady glow enabled the most delicate tints and shades to be distinguished as readily in the evening as at noonday.

HOBART A DIRECTOR. The Young Millionaire Horseman to Become Interested in Ingleside Track.

Walter Hobart, the young millionaire horse fancier and winner of the greatest number of premiums ever attached to one man's string at a horse show, is about to enlarge the sphere of his operations in the equine world. He is shortly to become a stockholder and to be made a director of the Pacific Coast Jockey Club.

The young man's extraordinary success at the recent horse show prompted him to enter a string at Ingleside. His good luck followed him and he became very enthusiastic over the track and expressed a desire to become interested. The stockholders discussed the matter and decided to offer him a place on the board of directors.

The idea met with Mr. Hobart's approval and he announced that he would take a block of stock and accept the proffered directorship. A meeting of the stockholders has been called, when action providing for an additional member to the board of directors will be taken, and Mr. Hobart elected to fill the position.

CHRISTMAS CARDS, calendars, California souvenirs and children's books. No such assortment to be found elsewhere. Sanborn, Vall & Co.

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The programme furnished by the new jockey club was an excellent one, and a large crowd was in attendance. Twenty bookmakers were doing business in the ring, and all did a big business. The day's sport was marred by no accidents, and, although a couple of the hurdlers received hard falls, neither was seriously injured.

It was a good day for favorites, four of the first choices finishing in front. William Pinkerton, the 3 to 1 favorite in the opening race for two-year-olds, ridden by Sam Doggett, won very handily from Adolph Sprckels after leading most

of the distance. Hazard was third in a drive. Getting away third in the next race at six furlongs, the 8 to 5 favorite Morven led all the way and won by a length from Abi P. Road Runner at good odds was third, a head away.

The Eastern horse, Lismore, who according to hearsay is a wonder, was a 2 1/2 to 1 favorite for the third race, and managed to finish third. Sir Richard, who did not have speed enough with him to raise a gallop, Emma D, a country fair sprinter and a 10 to 1 shot in the betting, passed Oregon Eclipse after a furlong, was a strong second choice, and won from "Doc" Robbins' horse by a length. Yemen was third.

Jack Atkins can blame the defeat of his good filly, Belle Boyd, in the mile and a furlong race, on the wire and was, who rode her. After he had led all the way Barney Schreiber's lightweight let Jones on the even money favorite, Wheel of Fortune, slip through next the rail seventy yards from the wire and was beaten out of a neck in 1:56 1/2. Strathmead, the second choice, was a good third. Belle Boyd was an 8 to 1 chance in the betting.

The mile and a half hurdle race resulted in an easy victory for the elastic Mestor, a 5 to 1 chance in the betting, who marched past his field in the stretch and won easily by two lengths. J. O. C. the 11 to 5 favorite, was second, half a length in front of Esperance. Soon after the start, Mestor, in making the running, fell taking the last hurdle.

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CYCLERS ASSEMBLE.

Annual Meeting of California League of American Wheelmen.

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The reports of the various committees all denoted an excellent order of affairs. There is \$866 74 in the treasury, plenty of road books on hand and the racing board's and attorney's reports showed that they had been alive to their duties.

The newly elected officers were installed to wit: Frank H. Kerrigan, chief consul; Henry F. Wynne, vice-consul; Stanley G. Scovener, secretary-treasurer; George A. Nees, F. K. Lippitt, E. M. Welch, representatives.

REVIVAL OF HIBERNIANS.

The Order in San Francisco Establishes a Commodious Hall.

PURPOSES OF THE SOCIETY.

Rev. D. D. Crowley, the Chaplain, Speaks for the Order, and Reviews Its History.

The Ancient Order of Hibernians in San Francisco has established commodious headquarters. Six months have not elapsed since the hall committee was appointed with full power to purchase a hall in a central locality or to lease one for a term of years.

The members of this committee succeeded beyond their most sanguine expectations. They have leased from M. Skelly a building newly put up on Ninth

street, between Mission and Howard. This will be the headquarters of the order in San Francisco. Here the members have two well-furnished lodgerooms, a library, reading-room and a billiard hall, with the secretary's office. In connection with the secretary's office a free employment bureau will soon be established. Here the young men of the order will find recreation and amusement evenings instead of frequenting less profitable places of amusement or lounging around saloons.

"This new movement of the Hibernians is a wise one," said Rev. D. O. Crowley, chaplain of the order, yesterday. "It is a step in the right direction and must result in untold benefits to the order."

"The Hibernians are not organized for the purpose of aiding Ireland in her struggle for national autonomy, though they

sympathize with every movement for the betterment of the old land. Their chief aim is to foster and preserve the traditions and virtues of their Celtic ancestors, and to inculcate among the members the principles of faith and fraternity."

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Some years later than the Boston society, but before the War of Independence, the "Friendly Sons of St. Patrick" were organized in Philadelphia. Many of the members of this organization distinguished themselves in the Continental struggle. Prominent among those were Moylan, Meade, Barry, Hand, Shea, Kelly and Funkhouser.

During the early spring of 1780, when the army of Washington was in dire distress at Valley Forge, this society of the "Friendly Sons of St. Patrick" contributed \$25,000 toward the relief of the "Father of his Country" and the brave soldiers who were suffering in the cause of liberty. Of this association Washington afterward became an honorary member.

Years rolled on and the "Friendly Sons of St. Patrick" changed their name to the "Irish Sons of St. Matthew Carey, the great writer on political economy, was a guiding spirit for many years, and from it other days the Ancient Order of Hibernians of America was largely recruited.

Before the Rebellion the order was strong in many of the States, and the members, generally men of strong frame and active habits, were slow to respond to the call for troops to engage in the defense of the Union. From New York they marched with their own chief, Colonel Corcoran; and how they acted in the management of the war the story of Bull Run can tell. They were first in the fight and last on the retreat. Corcoran, while covering the retreat of the Federal army, was taken prisoner with about thirty of the brave Hibernians who refused to leave his side.

Each were the Hibernians, briefly, in time of war. What they did in time of peace to develop the resources of the United States no tongue can recount. They were the first to offer our National flag; in peace they are the producers of our National wealth. Compared to them our kid-gloved aristocracy are but "considered hibernians" for it is well, therefore, to perpetuate a society that has been productive of such results. Some of our patriotic American Celts, it is true, object to its very Irish name, as if a man's name had anything to do with his allegiance to our flag.

We are not questioning the patriotism of German citizens because the names of nearly all their societies are German. The St. Andrew's Society annually commemorates the glories of Scotland when she was a free Catholic nation. The Welsh have also their societies in this free land, and the Sons of St. David still endeavor to imitate in their services the virtues of the old Celtic saint.

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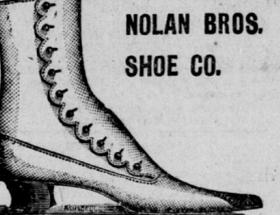
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NEW TO-DAY.



NOLAN BROS. SHOE CO.

DON'T BE MISLED WE HAVE NO BRANCH STORES ON MARKET STREET.

WE DO ALL OUR BUSINESS AT 812 AND 814 MARKET STREET, PHELAN BUILDING.

WE ARE OVERSTOCKED ON MEN'S HOLIDAY SLIPPERS

And will close them out at less than cost. 500 pairs of Men's Embroidered Opera Slippers, 800 pairs of Men's Fine Embroidered Opera and Everet Slippers, 1000 pairs of Men's Extra Fine Embroidered Opera and Everet Slippers, 1000 pairs of Men's Extra Fine Embroidered Opera and Everet Slippers, \$1.50 and \$2 per pair. Call on these slippers and you can't help but buy a pair.

SLIPPERS and SHOES

Are the best and most useful Presents you can make for the holidays. DURING THE HOLIDAY SEASON WE WILL MAKE A GENERAL REDUCTION ON ALL OUR SHOES.

We have several lines of the Latest Style Shoes that we will close out at cost to make room for our spring stock. You will all aware of the trouble of getting fitted in stores that only carry one or two widths. In our store you have no trouble, as we carry the largest stock of any house on the Pacific Coast, and can fit any foot from AAA to EEE.

WE RUN A LARGE FACTORY

And sell shoes at just what other dealers pay for them. All we want is the wholesale profit and give the retail profit to our customers. It is a well known fact that we are the only shoehouse that