The Call

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AMUSEMENTS.

Orpheum—Vaudeville.
Tivoli—"Lohengrin."
Alcazar—"The Wages of Sin."
Grand Opera-house—"Fatinitza."
Chutes, Zoo and Theater—Vaudeville every afternoon and evening.
Olympia, corner Mason and Ellis streets—Specialties.
Sutro Baths—Swimming Races, etc.
Mechanics' Pavilion—Mechanics' Fair and Philippine Exhibit.
Sherman-Clay Hall—Ballad Concert, Tuesday evening, September 12.

AUCTION SALES.

By A. W. Louderback—This day, at 2:30 o'clock, Persian and Turkish Rugs, at 117 Sutter street.
By Easton, Eldridge & Co.—Tuesday, September 12, at 12 o'clock, Real Estate, at 638 Market street.

THE COMMERCIAL SITUATION.

SIGNS of the great prosperity now enjoyed by the United States continue to multiply. One of the latest is the bulletin of the New York Bureau of Labor Statistics, which makes the best showing of any document ever issued by that department. It shows that the percentage of labor unemployed in that State is less than 1 per cent, and in some trades none at all is reported. When the vast population of New York is considered this is certainly a wonderful exhibit.

There is a wide difference in prosperity based on speculation and that based on a genuine demand for manufactured products, and the latter condition is the one prevailing to-day. As previously mentioned, the purchasing demand of the country was never as active as now. Nor is this demand for goods confined to the United States. The export trade of the country continues extremely heavy, and our manufacturers are extending their trade in directions little dreamed of a few years ago. At that time nobody thought that England and Germany would enter our markets for locomotives and bridges, but they have, and are so well satisfied with their initial purchases that they have sent other orders. As for our exports from this coast, they were never livelier than to-day. It is not a question of selling the goods to foreign countries but of finding vessels in which to send them away. Every day large shipments to the Orient and Pacific islands are declined by the different companies and individual vessels for want of room to accommodate them.

The leading mercantile and financial authorities of the East see nothing in sight to cause distrust, but all seem to take a rosy view of the situation. Some of them are looking for increased dividends on their railway shares owing to the larger earnings of the companies, though most of them have learned not to count their chickens before they are hatched, especially in Wall street. Meanwhile the great staples of the country continue to show an active and firm front, and every few days prices go up, one of the latest advances being in paper. As for metals, the advance in pigiron, copper and tin since the current wave of prosperity struck the country a year or more ago ranges from 50 to 100 per cent. Thus far the advanced prices have not checked the demand in any line, and, in fact, prices often appear to be a secondary consideration, delivery alone being the important point in purchases. Conservative men, however, know that sooner or later this tremendous buying of merchandise all over the country must satisfy the demand, and when that happens there will be a reaction of some kind. It is not in sight yet, however.

The local markets exhibit few striking features. The great farm staples remain about as they were a week ago, grains being quiet and fruit active and firm. Wool and hops are quiet, but strong as to quotations, while hides and leather are firm with a good demand. The tendency in oils is upward, and coal oil has advanced during the past week. Provisions are slow, but steady in price. Lumber and coal are in moderate supply and quick demand at firm quotations.

Some localities report a better inquiry for real estate, though there is no activity anywhere. The money market is in its normal condition, and solvent borrowers find no difficulty in securing funds at moderate rates of interest. There are no large failures reported, and collections are fair in all quarters. The net supply of gold in the United States Treasury has risen to the highest point ever known, touching $251,618,000 on Thursday of last week, the previous highest record having been $217,000,0000 in August, 1898. In view of the resurrection of the old gold and silver question by the political parties this is an interesting and instructive fact.

Major General Lawton says that the Filipinos are much better than Indians. And the general is not ignorant of the fact that the American definition of a good Indian is a dead one.

It appears now that the North Star is in reality three stars. It speaks volumes for the sobriety of astronomers that this fact had not been suspected long ago.

BRYAN ON HOGS AND MEN.

IN his rural speech at the State Fair in Sacramento Mr. Bryan said: "You turn a hog loose, and if it is worth only a dollar or two somebody will see in it value enough to justify caring for the hog, and yet all over this State you will find people drifting from place to place and many seeming unconscious of their sufferings and indifferent to their welfare. I want to suggest if you want to develop the resources of your State you had better give attention to people as well as to cattle and hogs."

Mr. Bryan entered the State a few days ago, tarried and spoke at Sacramento, went to Stockton and spoke, went on to the Yosemite and came back to Wawona and spoke, came down to San Francisco and spoke and then went back to Sacramento to deliver an address at the State Fair. The whole address illustrated his lack of versatility, for it was an intensely partisan harangue, to a mixed crowd on a non-partisan occasion. Any other public man in the Union would have dropped partisan politics in such a presence, and spoken from the inspiration of what the labor and genius of man have wrought.

The only inspiration Mr. Bryan seems to have taken from it was an impulse to slander the State in the remarks we have quoted. It was the best he had to say for California, and worse has never been said of any State and its people. Standing upon the eminence to which his candidacy for the Presidency and his desire to run again put him, he informs the world, in ungrammatical language, that in this State stray hogs are fed and stray men left to starve! He says that all over California men are drifting from place to place and there is indifference to their sufferings, while hogs are cared for and fed.

In his view the State seems in need of development, and is suffering from paying too much attention to hogs and too little to men. Looking around him in the grounds of the State Fair and to the pavilion filled with the fruits of the vineyard, orchard and field, and with the results of our manufacturing skill, he seems to have seen in it all no evidence of the development of our resources. It did not occur to him that all this was an expression of our civilization and illustrated the remarkable progress of a State that is only in its fiftieth year. His inverted vision saw only a State filled with tramps and these starving while our people give food and care to stray hogs!

Now the people want to know where he found this excess of human suffering "all over this State," and where he observed the callous indifference thereto. How many people did he see "drifting" and "suffering" and neglected while hogs were eating what belongs to men? What evidence has he that we neglect men and give to hogs and cattle what belongs to humanity? His speech is a falsehood and a slander. It is not true that men are drifting and starving all over this State, or in any part of it. Mr. Bryan has no vocation himself. He promotes no industry, hires no men, pays no wages. He gets a living out of politics, by exploiting the ambitions and the greeds of his fellow men who hope in his success to get the gain of office and the pleasures of power. What client has he had and what fee has he received as a lawyer since 1896? What has he earned with his pen as a journalist in the last three years? What paid the cost of his trip to this State and back? After slandering California in his Sacramento speech, he said: "A few weeks ago I spent several days upon the lakes in Michigan and Wisconsin, and I saw there the summer homes lining the banks of those lakes, and the thought that came to me was: How small a proportion of the people of this great land are able to enjoy summer vacations. And the thought that pained me the most was that the producers of the wealth of the nation have less time and money for summer vacations than any other class, and the thought came to me, Is it a just Government?" Out of this jumble of "thoughts" that "pained" the only conclusion is that a just Government would give everybody a summer vacation! But what was Mr. Bryan doing on the lakes? Is he a producer of wealth? If so nobody seems to have denied him about the longest vacation from labor that has been enjoyed by any man we know of. After a vacation "on the lakes a few weeks ago" he has taken another here and visited the Yosemite. The cost of it is not less than $500, if he paid his way. He attacks our people and charges them with feeding hogs and letting men starve all over the State. They want to know how he gets the money for a summer vacation that extends from the Great Lakes to the Pacific Coast. When he comes around and thinks thoughts that pain him, and sees sights that make him sad, and tells the world that Californians are indifferent to human suffering and let men drift and starve while the hogs are fed and sheltered, they want to know how Mr. Bryan gets the money to travel around and criticize his fellow men who have summer homes in Wisconsin and raise hogs and cattle in California? The man who sets himself up as a censor of the humanity and charity of others must show something more than demagogue pretense and thoughts that pain him. What is he doing for humanity? How many that he saw drifting all over this State did he relieve from his purse? What example of charity and humanity did he set to our "indifferent" people? What tramp did he feed or clothe? Did he even find any hog besides himself while he was in the State?

IMPORTED FRUIT IN THE ORIENT.

CONSUL A. B. JOHNSON in a report from Amoy to the State Department gives some information concerning the fruit trade in China which it may be worth while for our fruit-packers and shippers to study with some care. It appears from his statement it is our own fault that European fruit dealers are getting the bulk of a trade that ought to be almost monopolized by the United States.

After pointing out that there is a large demand for fruit in China and that the native crop has little or no effect upon importation by reason of the comparative worthlessness of the fruit, the Consul says: "There is a steadily increasing demand among the natives for foreign fruits, whether canned, dried or preserved. The European population look to these imported fruits almost exclusively to supply their tables. Tinned pears, peaches and apricots come principally from America, while preserved fruits, jams and dried fruits still come largely from Europe. The reason is apparent. The American manufacturer will not, or does not, meet the conditions required. Since there are no peaches or pears in Europe which can compete with those from California, the Oriental merchant has no choice; in other lines he is not so restricted. Prunes and raisins are largely used. The dried fruit is put up in bottles and sealed. In no other way can it be shipped to the tropics without great loss, as the humidity of the climate or insects will soon render it unsalable. No fruits, biscuits, crackers or any other food product can be safely shipped to Central or Southern China or the Philippine Islands without being sealed in glass bottles or tinned. The English and Continental merchants and manufacturers understand this and put up their fruits accordingly. If tinned, the tins are either painted or varnished to prevent rust and consequent loss to the merchant."

The time has gone by when our fruit men could afford to ignore foreign markets. We have now a surplus crop every year in many kinds of fruit, and in recent years have shipped considerable quantities even to the fruit-growing countries of Europe. We must now meet the requirements of the foreign demand, and particularly that of China. Europe gets the trade because her dealers pack the fruit in the way the Oriental market demands it. In all probability a good deal of American fruit after being shipped to England is manufactured and packed for the Chinese trade and sold there at a profit. Why should we not earn that profit ourselves?

A MATTER FOR INVESTIGATION.

FACTS published in The Call yesterday concerning allegations of bribery and corruption in connection with the school supply contracts render official investigation imperative. The late Grand Jury in its final report declared that while the members were morally certain of corrupt practices on the part of some of the members of the former Board of Education, the Grand Jury was unable to frame indictments against them because of a lack of legal evidence. Better luck may attend an effort to bring to punishment the men involved in the present scandal.

The evidence of bribery in connection with the supply contracts comes to The Call through the talk of one of the principal parties to the fraud. Dr. H. E. Gedge, chairman of the committee on supplies, has admitted to at least one reputable citizen that an agent of a firm intending to bid for the contracts offered $2000 for permission to inspect and make alterations in the specifications of the supplies called for; that the offer was accepted; that the specifications were altered so as to give advantage to the firm; that the money was paid and divided, $800 going to Conlon, another member of the committee who was a full party to the fraud.

It appears that Director W. A. Kemp, the third member of the committee, was not aware of the trick that was played out under his eyes, having been induced to let the scheme go through by his friend Phil Crimmins, and thus he received no share of the spoils. That part of the story may or may not be true, for when interviewed on the subject Mr. Kemp could not remember why he stayed away from the meeting when the contracts were let, nor why he did not persist in his original demand that the contracts be let to the lowest bidder.

While the part played by Kemp may be involved in doubt, there is on the face of the evidence a clear case against Gedge and Conlon, for, as we have said, it is presented upon statements made by Gedge himself to at least one reputable citizen. Conlon seems to have agreed to the scheme when first proposed, but left it to Gedge to arrange the details. That is the testimony The Call has made public, and if a fearless and thoroughgoing Grand Jury enters upon an investigation of the subject there is every reason to believe that not only moral evidence but legal evidence will be forthcoming sufficient to justify the indictment of the guilty parties.

Official corruption is bad in any department of government, but it is most offensive to the public when it occurs among men intrusted with the management of the public schools. There was a great disappointment when the corrupt members of the former board managed to escape indictment, and the indignation of the people made itself manifest at the next election by turning them out of office. That form of punishment, however, is not sufficient. The desire of the community is for a Grand Jury that will act upon the unconditional motto of Grant, "Let no guilty man escape."

THE COMING YACHT RACE.

SINCE Sir Thomas Lipton has been in this country he has won the favor of the people and strengthened the already well assured belief that the coming yacht race will be free from anything in the way of personal ill feeling. It is to be contested in the spirit of true sportsmanship and there will be nothing like the ugly Dunraven incident to mar the enjoyment of the match, whatever the result may be.

An evidence of the friendly disposition of the challenger is afforded by the frank way in which he commented upon the complaints made by some dissatisfied Englishmen upon the alleged interference of steamers and other craft with the yachts. "It makes me mad," he said, "when I hear so much stress laid on this excursion steamer trouble, just as if such things were unknown outside of America. We have precisely the same trouble in our races at home. I know, of course, that this habit of excursion steamer captains is a bad business, but I say unhesitatingly that it never prevented any English boat from winning the America's cup."

Declarations of that kind have done much to make Lipton popular. It is clear we have to deal with a big-hearted man, who has come here to win the famous trophy if he can, and not to quibble over little things and lay the foundations for accusing us of unfairness if he lose. Such a man is apt to hold as well as to win the favor of Americans, and it is safe to say his words will make our yachting authorities more eager to prevent the interference of excursion steamers with the race than would any amount of formal protesting and complaining.

It is not possible to forbid excursion steamers going out to the race, and when once out on the open ocean it will not be easy to make them obey regulations. The passengers on the steamers will of course desire to be as near the yachts as possible, and the officers will try to oblige them. The steamers will have to avoid one another and all the other pleasure craft, and there is always danger of interference. It is to be hoped, however, that extra precautions will be taken to prevent any such occurrence. We can beat the British in yacht racing fairly, and have no desire to take unfair advantage. Our new challenger has come to us frankly and with a spirit of cordial good will, and it is for us to meet him on that plane.

Dispatches declare that American troops in Negros recently marched a thousand feet up an almost perpendicular slope under heavy fire. Uncle Sam ought to provide wings for his soldiers or suffer the consequences of overstocking the variety theaters with human flies.

A number of Quakers from Pasadena have established a colony in Alaska. Every time the thermometer takes a downward shoot their membership shows increase.

The age of miracles is not yet over. Peru has elected a new President and there isn't even the suggestion of a revolution.

VIGOROUS PROTEST AGAINST EXAMINER'S DISGRACEFUL SLANDER OF LARKSPUR CAMPERS

Editor of The Call—Dear Sir: The article upon the campers of Larkspur appearing in Sunday's Examiner is one of the vilest and basest fabrications that ever emanated from a human mind and the author one of the vilest curs God ever, by accident or mistake, placed in the form of a man.

There is not one scintilla of truth in it from beginning to end, and if the Examiner had taken the trouble to investigate the truth of such an article before publishing it instead of taking the word of the "resident on the hillside," who is a stranger to truth, it never would have published it.

It is a vile slander upon some of the most respectable families in the State. I defy the author to point to one instance where a man or woman has been insulted on the highway, day or night, early or late, unless he be the culprit.

The utterance that men and women went bathing together in the creek without bathing suits is a rank falsehood, unless the author was a party to the act.

I have camped in Baltimore Canyon for the last seven years, and have seen no such actions as the "resident on the hillside" described, and that was before he knew there was such a place; and while each year has found a few undesirable people, there were no more, and, in fact, fewer than you usually find in a town of the like number of people, for nearly all the campers are composed of families and their children. There has been noise at times, and lots of it; but the people who made it were respectable. As for "Camp Occidental," each and every one of them are young men of high standing in this community, and whose character is of the best; and while I never visited their camp I met them all and found them all gentlemen.

The Examiner has attacked the name of good women before, but when it stoops to falsehood and reviles hundreds of respectable men and women without investigating the truth of the assertions it becomes a stench in the nostrils of decency; and in this instance it becomes the mouthpiece of a miserable wretch and a coward who stoops to falsehood and insults womanhood to satisfy a personal grudge. Yours truly,

ROBERT D. DUKE,
404 Claus Spreckels building.

San Francisco, Sept. 10.

MINERS' HOSPITALITY.
DEL NORTE TO DESERT.
MINING THE RIVERS.
WHY MINE-JUMPERS LOST.

The mining interests of the whole State have thoroughly wakened to the importance of the coming annual meeting of the American Institute of Mining Engineers in San Francisco, beginning on the 25th inst. and lasting three days, to be followed by two weeks of sight-seeing in the mining regions.

The special train leaving Chicago on the 16th inst. will bring over 200 members and quite a party of friends and many other Western members will swell the attendance. The party will stop at a few mining centers along the northern route and will be met near the State line on the 22d inst. by the reception committee of the California Miners' Association in a special car. The institute has held many important sessions attended by interesting excursions, but none of its annual trips will have approached in extent, variety of experience and royal hospitality the one of this year.

The California Miners' Association in San Francisco and in the mining counties is busy with reception plans. Vice President W. C. Ralston, chairman of the committee on arrangements, and Secretary E. H. Benjamin are actively looking after the details of the long programme heretofore published. The special finance committee, of which A. A. Watkins is chairman, easily raised $1700 in two days recently and expect no trouble in getting the remaining thousands needed.

Throughout the State active members of the association executive committee, special local committees, local newspapers and boards of supervisors are getting a hustle on. At Redding, where the

E. H. BENJAMIN.

party stops for a day, M. E. Dittmar of the Redding Searchlight, Frank M. Swasey of the Daily Free Press and others of the local committee are arranging a handsome reception, a special mining exhibit, etc., in which the Boards of Supervisors and citizens of Shasta, Trinity and Siskiyou counties will join.

The day about Oroville and the Feather River dredges is being arranged by an active committee of the Butte County Miners' Association, and the Oroville Mercury wants a mining exhibit.

The Placer County Miners' Association held a special meeting on Thursday on the matter. T. J. Nichols is chairman of the special county committee appointed and Mayor J. W. Morgan of the Auburn committee. An alternative drive over the Forest Hill Divide has been added to the programme here, which includes a luncheon at Auburn and a visit to the Polar Star hydraulic mine at Dutch Flat. In Placer, as in several other counties, a special pamphlet on the county's mining resources will be ready.

Nevada City has a committee of eminent citizens, of which Fred Zeitler is chairman, and here, as at Grass Valley, every provision for an enjoyable and profitable visit will be made.

The Amador County committee is composed of W. F. Detert, P. A. Buell, E. C. Voorhies, J. F. Parks, F. F. Thomas and John Ross Jr. The Supervisors last week adopted resolutions of invitation and welcome and appropriated $300 to the entertainment fund.

The Tuolumne County Supervisors have made an appropriation and the County Miners' Association has made W. H. McClintock chairman of the committee on entertainment. Other committees in the Mother Lode counties have been appointed and will actively assist in making the extended visit to that great mining region appreciated. The Sacramento and other boards of trade and other civic, official and commercial bodies through the State will join in the welcome.

It should not be forgotten that all this waking up at home and this getting and keeping the revived mining interests before Californians generally are not the least of the benefits that will reward this display of enterprise and hospitality.

The industry is booming literally "from Siskiyou to San Diego"—from Del Norte to the desert. This is easiest realized by the mining life reflected in the local papers of every mining county. To one familiar with the country press the contrast between the present and, not only four or five years ago, but with a year ago, is very noticeable. The country paper is, of course, always loyal to its own and an exponent of present richness of resources and of future greatness in its county. Not long ago there was being declared in all, in various forms, "We have the mineral resources and when capital comes, as it will some day, we'll be great," but "mining news" seemed scarce and the papers gossiped mainly about the small doings of sleepy communities. Now in all the mining regions news of mines bought and bonded, shafts sinking, mills erected, promoters' skirmishes, ore and bullion shipments and of general prosperity take up several times the space such topics did two or three years ago.

Del Norte County just woke up last spring. It is up there on a rugged coast and never saw the cars. With no railroad its mining revival was delayed. It came with the copper boom, and hunting and digging for copper is starting a more lively hunt for gold.

"The mineral resources of the county are as yet an unknown quantity," says the Del Norte Record. "From its earliest settlement mining has been carried on in a small way for gold, with good profit in many instances. That it could be made more profitable by systematic mining cannot be disputed. Copper mining was also followed in the early history of the county, and thousands of dollars were spent and hundreds of men employed in the Low Divide country, about ten miles from the seacoast, back of Smith River Valley. The high freight rates prevailing, coupled with the long distance which the ores had to be taken for treatment, caused this industry to close up to within the present year. Now there are many prospectors in the mountains developing leads, and one or two mines are shipping ore to San Francisco for smelting purposes. Present indications are that the copper interests of the county will be one of the most remunerative within a short time."

The Union copper mine up there is taking five tons a day from a ledge several feet wide and the last shipment to Selby's by steamer yielded 19 per cent copper. Other copper mines are developed about to the shipping point and important copper enterprises are likely to attend a sustained copper demand. A number of gold properties are being developed and prospecting is lively.

Along and across the Klamath and the Trinity to the eastward in Siskiyou and Trinity and then in Shasta is the liveliest, biggest, least developed and probably the most promising mining region of the State. Prospectors swarm over the thousands of square miles of that great, broken, wooded and mineralized territory. Through this big region there are hundreds of mines recently discovered and developed to a promise of value and even richness by men without capital, pegging away with a drill and often paying expenses with a spring-pull mortar or an arrastre, or by small shipments of ore to smelters. Notes of these small strikes and developments fill local papers constantly.

But capital is rapidly going into this inviting field where prospects are not, as a rule, held so high as in well-developed districts. Many investments on the scale of a few thousands have been made this year in quartz, copper, hydraulic and dredging propositions and some will reach into the hundreds of thousands. The next two years promises to see the development of some very big operations in the Shasta County copper belt, where Captain de Lamar, the millionaire operator, recently bought and began to further develop the Bully Hill group of copper claims and where the Afterthought and other copper properties are undergoing active exploration by Eastern capitalists. So great and rich bodies of copper have been developed by the Mountain Copper Company in Iron Mountain, and so promising are the indications that as great or greater ore bodies exist along that twenty-five mile copper belt, that the outlook is promising for the erection of more great smelters and the growth of a mining camp that will be a second Butte City. California seems about to leap to high rank among the copper producing States.

All sorts of river dredging propositions are floating about "between wind and water." When the '49ers and '55ers and the rest of them got through with the lower courses of the golden rivers and went away, the recent and ancient beds of the streams which could not be reached or profitably worked by fluming, wing damming, etc., still kept their gold and then through long years the hydraulic and other miners in the mountains sent down millions of cubic yards of tailings carrying gold that enriched further these river beds. Now when long experiment has developed big machines that will reach down forty feet and, in favorable ground, work 2500 cubic yards a day for 3 cents a cubic yard, and when the financial success of modern gold dredges has been recently demonstrated in California, men are turning to those long abandoned present river bottoms and to the river benches that plank them. The Klamath, Trinity, Feather, Yuba, American, Stanislaus and Tuolumne rivers are now either worked or about to be and dredges are apt to rapidly multiply.

The Feather, near Oroville, and the Yuba, near Marysville, are the chief centers of dredging now and several dredges are in operation with more building and planned. The Continental Dredging Company is building at Oroville one larger than any yet in use there. Orders for two new ones have just been given a San Francisco firm. George Evans will build one this winter. Next month all the dredges about Oroville will substitute electric for steam power.

The operation of these dredges which simply stack their tailings behind them as they proceed has inspired the Marysville Democrat to sound a warning that recalls the old anti-debris opposition to the hydraulic miners. The Democrat thinks the dredges will work damage by shoaling further the streams.

This dredging industry seems to be bringing an interesting legal question to the front. Long stretches of the bed of the Feather are being located as placer claims right in this populous region, where all land along the bank is privately owned. It is asserted on one hand that an owner's rights on the bank of a stream go to the middle of the stream. On the other hand ownership is asserted to stop at the meander lines as declared by Government surveys. If a stream is "navigable," is its bed, as asserted by Attorney A. H. Ricketts in The Call recently, the property of the State? If so Federal location laws do not apply.

Southern California affords plenty of mining news these days chiefly concerning oil and gold. The Randsburg Miner says: "Randsburg has again assumed its old-time activeness and people are now rolling in by the bus loads. Mine dealers and mine owners are numerous and full of business. Money is plenty and easy and every one seems to be satisfied that they are in Randsburg."

San Diego County has another new discovery. In Bear Valley argentiferous galena assaying 14 per cent lead, 19 ounces in silver and $3 in gold has been found. There is great interest in the discovery.

Santa Barbara County is credited by report with a subterranean "lake of liquid asphaltum," near Carpenteria. It was struck in drilling an oil well at 1250 feet, is "like soft mush" and has risen 160 feet in the pipe. At last accounts the operators couldn't either get the stuff out or keep on boring.

A new wharf for oil wells has been run into the ocean 500 feet at Summerland and oil struck in the first well at 260 feet.

The Heald coal mine at Garloch, near Randsburg, is being developed, and it is said the owners have contracted to deliver several thousand tons.

J. O. DENNY.

NEWS OF FOREIGN NAVIES.

The Niclausse water-tube boiler, which, like the Belleville boiler, is a French invention, is installed in twenty-seven war vessels of which sixteen are in the French navy. Their collective horsepower is 302,100 and range in sets from 20,200 to 9000 horsepower.

The London Engineer of a recent date has an editorial on battleships contending in substance that a battleship may have too great a speed. The opinion is expressed that guns and armor are of more value than speed. That in a swift battleship the coal supply will run short at a critical moment perhaps, and that thus her superior speed may lead to the ship's destruction in that way. As battleships go in squadrons, 15 knots of a homogeneous company is better than when composed of ships of varying speeds, and 12 knots is really the highest at which fleet evolutions have yet been done.

The British battleship Ocean has passed through a thirty-hour trial at sea under three-fifth power. The boilers carried a steam pressure of 259 pounds, giving 102 revolutions and developing 10,314 horsepower, which gave a speed of 16.2 knots. The coal consumption was only 1.63 pounds against 2 to 2¼ pounds in the Majestic class built six years ago.

Two formidable battleships are in course of construction at Italian dockyards, one named Regina Margherita at Ipezia, and another called Amivagila Benedetto Brin at Castellmara. They are sister ships, 413 feet in length at water line, 78 feet beam and displace 14,000 tons on a draught of 27 feet. The horsepower under natural draught is to be 14,000 and 18,000 under forced draught, calculated to give a speed of 18 and 21 knots under above respective conditions. The hull armor consists of a 6-inch belt extending from three feet below water to the main deck and reaching to within 50 feet of the stern. The bulkheads are 10 to 12 inches, the gun positions 6 inches and the protection deck 3.2 to 1.5 inches. The armament consists of two 12-inch guns, one forward and another aft, placed in barbettes, ten 8-inch quick-firers placed in pairs in five turrets, sixteen 12-pounders and eight 3-pounders. The normal coal supply is 1000 tons and the capacity is 2000 tons, calculated to give a steaming radius of 5000 and 10,000 knots at the rate of speed of 10 knots an hour.

The Coroner's jury in the case of the accident to the British torpedo-boat destroyer Bullfinch rendered a verdict on August 17, after a session of nearly three weeks. The disaster which resulted in the scalding to death of nine men occurred on July 21, and was caused by the breaking of the piston rod of the port engine high-pressure cylinder, the broken rod smashing the cylinder head and thereby filling the engine-room with scalding steam. The jury came to the conclusion that the breakage was due to faulty design and an absence of uniform good quality of material. The most conclusive evidence covering the first finding was the testimony of an expert mechanical engineer who stated that he had discovered a slight longitudinal flaw in one of the other piston rods very similar to and in the same place as in the broken rod. The rods are made hollow, chiefly to save weight, but the accident will have a tendency to make the margin of safety considerably greater, and the Admiralty officials have already given assurance to that effect.

An armored cruiser named Varese was launched August 6 from the Orlando yard at Leghorn. She is the third vessel of that name recently built at that yard for the Italian navy, the first two, however, having been sold to Argentine. The latest ship is an improvement upon those previously built and is 366 feet in length, 59 feet 10½ beam and displaces 7492 tons on a draught of 24 feet. The belt and gun positions are of 6-inch Harveyized steel and her battery is composed of one 10-inch, two 8-inch, fourteen 6-inch, ten 12-pounders and six 6-pounders. Her speed under natural draught is to be 19 knots, and the coal capacity is over 1000 tons. The Spanish armored cruiser Cristobal Colon, which led our ships a race of fifty miles in the sea fight off Santiago on July 3 one year ago, was of the Verese type, a class of ships which if properly handled have proved to be the best yet produced on a moderate displacement.

AROUND THE CORRIDORS

Colonel O. M. Smith, U. S. A., is registered at the Palace.

Frank A. Cressy, a Modesto banker, is registered at the Lick.

W. R. Spalding, a big lumberman of Truckee, is at the Lick.

F. Karpe, a merchant of Singapore, is registered at the Occidental.

J. F. Morgan, a merchant of Honolulu, is registered at the Occidental.

United States Senator F. M. Cockrell of Missouri is registered at the Palace.

Captain Terry of the battleship Iowa is stopping at the Palace with his wife.

Attorney R. J. Bentley and wife, of Sacramento, are registered at the Lick.

Railroad Commissioner E. B. Edsen is registered at the Occidental from Gazelle.

A. L. Spring Jr. and L. O. Larimoor are registered at the Grand from Cape Nome, Alaska.

Lieutenant-Governor John T. Keen of South Dakota arrived in the city yesterday, and is registered at the Palace.

A. Baldwin of Omaha and J. J. Crowley of New York arrived from the Klondike yesterday and are registered at the Lick.

Colonel E. H. Plummer, Thirty-fifth United States Volunteers, is registered at the California from Vancouver Barracks.

A delegation of prominent South Dakotans arrived in the city yesterday to assist in welcoming home the volunteers who enlisted from that State. They are: W. T. La Follette of Chamberlain; T. W. Taubuan of Plankinton and M. H. Kelly of Aberdeen. They are registered at the Grand.

Cal. glace fruit 50c per lb at Townsend's.*

Special information supplied daily to business houses and public men by the Press Clipping Bureau (Allen's), 510 Montgomery street. Telephone Main 1042.*

Swallowed Carbolic Acid.

Cora Williams, a diminutive blonde, living at the King House, Fourth and Howard streets, swallowed a two-ounce bottle of carbolic acid yesterday afternoon with suicidal intent. Jennie Anderson, another roomer, attempted to knock the bottle out of her hand, but was too late. She had both her hands burned with the acid for her good intentions. Miss Williams was taken to the Receiving Hospital and Dr. McGettigan did everything possible for her, but said she could not live. The girl came from Los Angeles recently and had been drinking heavily.

"Mrs. Winslow's Soothing Syrup"
Has been used for fifty years by millions of mothers for their children while Teething with perfect success. It soothes the child, softens the gums, allays Pain, cures Wind Colic, regulates the Bowels and is the best remedy for Diarrhoea, whether arising from teething or other causes. For sale by druggists in every part of the world. Be sure and ask for Mrs. Winslow's Soothing Syrup, 25c a bottle.

HOTEL DEL CORONADO—Take advantage of the round trip tickets. Now only $60 by steamship, including fifteen days' board at hotel; longer stay, $2 50 per day. Apply at New Montgomery street, San Francisco