NEW BRITISH BATTLESHIPS TO BE MOST FORMIDABLE

Vessels of the Lord Nelson Class Will Be Speedy and Carry Powerful Batteries of Long-Range Guns, Excelling in This Respect War Craft Building for America

Designs of the two battleships of the Lord Nelson class for the British navy have been completed and their principal details announced in the House of Commons. They are to have a normal displacement of 16,500 tons, a speed of 18 knots and an armament of four 12-inch and ten 9.2-inch guns. These batteries are the most formidable yet placed in any ship and are far more effective for long range fighting than the battleships building for the United States navy. The normal displacement of the five American battleships is 16,600 tons, on which they carry four 12-inch, eight 8-inch and twelve 7-inch guns. The range and penetrating power of the British and American 12-inch gun is practically alike, but the range and power of the 9.2-inch gun makes the 8-inch and 7-inch guns comparatively ineffective at a range of three to four miles.

The four British armored cruisers to be built are also an advance on the Duke of Edinburgh class. They are to be known as the Minotaur class and will displace 14,600 tons. Their speed is to be 23 knots and their batteries will consist of four 9.2-inch and ten 7.5-inch guns. The American armored cruisers Tennessee and Washington displace 14,500 tons and are calculated to steam 22 knots and their armament consists of four 10-inch and sixteen 6-inch guns. The greater speed of the British ships if realized, gives them a distinct advantage in selecting a range at which the 6-inch guns of American ships would be ineffective.

Seventeen torpedo-boat destroyers have been added to the British navy since January, 1902, and two more are ready for their steam trials. Two of the accepted boats are fitted with turbines and have attained speeds of 27.11 and 26.2 knots during the prescribed run of four hours. It was left to the several contractors to achieve the best results on displacements between 440 and 560 tons, with not less than 7000 horsepower and the guaranteed speed of not under 25 knots. The boats, therefore, differ in size, but the speed has in all instances been exceeded, the highest being that of the Velox, of 440 tons, which made 27.11 knots, the Eden and Welland, of 550 tons each, 26.2 knots, and the lowest that of the Dee, of 540 tons, 25.5 knots. Yarrow's boats were particularly speedy and

NEW RECORD IN GUNNERY.

The British battleship Venerable, attached to the Mediterranean fleet, has established a world's record in gunnery. One of her 12-inch barbette guns was fired nine rounds in three minutes and scored nine hits. Five years ago the greatest rapidity was three rounds in one minute and forty-seven seconds, but no mention is made of the number of hits.

economical.

The British battleship Repulse, 14,150 tons and 11,000 horsepower, built at Pembroke dockyard and completed in 1894, has been refitted at an estimated cost of $450,000 and has made a satisfactory steam trial. She is of the Royal Sovereign class, of which eight were laid down in 1889-90-91 and were calculated to have 13,000 horsepower and 17.5 knots speed, but only the Royal Sovereign attained the power and speed, therefore their horsepower has been limited to about 11,500 and a speed of fifteen knots. The first cost of these eight ships averaged $4,300,000, that of the Repulse being $4,257,000. The Repulse has been nine years ten months in commission, and her cost of repairs up to a year ago, when taken in hand for refit, amounted to $860,000. The total cost of repairs up to the present time is $1,310,000, equal to a little over 30 per cent of first cost. The cost of maintaining modern ships in a proper state of efficiency is fully as great as it was when wooden hulls and sails were in use fifty years ago, and the tendency now is to retain a ship even after it has become obsolete, whereas in the old times the comparative smaller cost of building a new vessel justified discarding those that had become antiquated. None of the battleships of the Oregon class in the United States navy, dating with the Repulse, have as yet had a thorough overhauling and the repairs have chiefly consisted in making good damages caused by accidents, and not through wear and tear and natural deterioration. These costs are: For the Indiana, $484,770; Massachusetts, $419,200, and Oregon, $479,000, against $860,000 for the Repulse during the same period.

A BATTLE OF BOILERS.

The British Boiler Commission has submitted its final report after exhaustive and expensive trials, covering a period of four years. It concedes that the water tube boiler has military advantages over cylindrical boilers; repeats its recommendation made in May, 1902, that no more boilers of the Belleville type be used in the navy, and unanimously recommend the Babcock & Wilcox and the Yarrow large-tube types for naval requirements. Admiral Sir Compton Dourville, president of the committee, however, states in his preface: "My experience with the Belleville boilers on the Mediterranean station has been very favorable to them as a steam generator and it is clear to me that the earlier boilers of this description were badly constructed and badly used." This statement is not easy to reconcile with his approval of the committee's report and it is evident that the conclusions and recommendations are not entirely based on facts, for while the Babcock & Wilcox boiler is unquestionably the most desirable, it is not more economical than the Belleville and the latter has proved itself much less of a coal consumer than the Yarrow type. The remarkably good results of the Belleville boiler in the Spartiate and Diadem proved that with proper handling this type was equal to the best water-tube boiler, yet the committee selects the Yarrow boiler, the serviceable qualities of which, in large ships, is still unknown. Experiments were made with the box, or Scotch cylindrical boiler, and water-tube of Belleville, Babcock & Wilcox, Niclausse and the Yarrow types, and while the comparative inefficiency of the cylindrical has been demonstrated, the conclusions regarding the other types are unsatisfactory and a "battle of the boilers" between rival makers is certain to be waged again with more vigor than at any time during the preceding controversy.

DELAY IN SHIPBUILDING.

The Cumberland, training ship of 1800 tons displacement, was launched at the Boston Navy Yard August 17, and is about 55 per cent completed. Congress authorized on March 3, 1903, the construction of two steel training ships and one wooden brig, allowing $370,000 for each of the steel vessels and $50,000 for the brig. The latter, named Boxer, is being built at the Portsmouth Navy Yard, and the Cumberland and Intrepid at Boston and Mare Island. It was estimated that the Boxer would be completed by June 30 last and the others by May 1, 1905, but owing to non-delivery of material and other causes there was considerable delay in starting the work. The Intrepid at Mare Island has been most unfortunate in this respect, for while the keel of the Cumberland was laid in November last, the Intrepid was not begun until January 3. Then, again, the progress on the Boston built vessel has been more rapid, the relative state of completion being on August 1 at 57 and 43.4 per cent. It behooves Mare Island to make good its claim for advantages over Eastern yards and establish a better record in shipbuilding. Mare Island is as well equipped as the Boston yard, and the superior climatic conditions here ought to offset the disadvantages in getting less prompt delivery of material. There was a similar discrepancy between the tugs Pentucket, built at Boston, and the Sotoyomo, built at Mare Island, which may have been due to more active superintendence of work, but whatever the causes may be the California navy yard appears to be handicapped, and remedies should be applied.

The failure of some recent ships of the United States navy to come up to the contract requirements of structural strength and speed has suggested the propriety of returning to the premium system, which was discontinued ten years ago. Much as the contractors would desire it, the system is not likely to be reintroduced and the better plan would be to enforce the payment of penalties for failures in timely delivery, speed and proper strength of vessels. Of the thirty-four ships built by contract between 1885 and 1895, twenty-five earned premiums aggregating $3,284,871 37, in addition to $460,153 39 refunded to the contractors for trial trip expenses.

PENALTIES ARE NOT PAID.

On the other hand six vessels having failed to develop the required horsepower or speed were assessed about $100,000 in round numbers, but not a single dollar has been paid of such penalties, while on the contrary the trial expenses of four of these deficient vessels, amounting to $25,489 55, were paid by the Government. Under the old system the contractor escaped the payment of penalties and received handsome speed premiums, but since 1895 the Government has saved the premiums and obtained probably as good and speedy vessels as were turned out prior to 1895. The contracts entered into since July, 1894, have apparently been framed with due regard to the rights and obligations to both parties, but in their execution the Government interests have been ignored. It is not alone that time limits have been extended again and again and thus the penalty for non-delivery on time has been waived, but incompetent builders have had the effrontery to make claims upon the Government for failures in speed and other contract stipulations for which the builders themselves were responsible. It is within the limit to state that not less than $4,000,000 is thus involved and is likely to be allowed by the compassionate House and Senate.

There are still five vacancies in the number of assistant civil engineers allowed for the navy, as none of the candidates for appointment passed the requisite examination. The small pay is not an inducement for persons of ability to enter the service. Beginning with $1500 a year, this salary is increased to $1800 after five years' service, and when promoted to the civil engineer grade to $2400 and at five-year intervals increased until it reaches the limit of $3500.

SERIOUS HANDICAP.

The military rank is lower than that of any staff corps in the navy, as it carries fewer captains and commanders than the corps of chaplains, professors of mathematics and naval constructors. Thus the chaplain corps, numbering twenty-three, has four captains and seven commanders; of the twelve professors of mathematics three have the rank of captain and four that of commander. The naval constructors' corps of twenty-three has five captains and five commanders, while the civil engineers' corps, numbering twenty-eight, has only two captains and two commanders. Other discriminations are made against civil engineers, such as withholding commutation for quarters, which is allowed all other officers assigned to duty at naval stations. The services and responsibilities of an assistant naval constructor just out of the Naval Academy are less than those of the assistant civil engineer, whose education has not been paid for out of the national treasury, yet the assistant naval constructor receives $2000 salary and the assistant civil engineer only $1500.

Paul Morton is the thirty-fifth Secretary of the Navy since 1798, when that department was organized. Only one naval officer has occupied that office, namely Captain Lewis Warrington, who was appointed at interim February 15, 1844, upon the death of Secretary Gilmer, and served until March 14, 1844. All the other secretaries have, with two exceptions, been lawyers, more or less prominent in politics. A. E. Borie was a business man, but held the office only a little over three months—March 9, 1869, to June 26, 1869—when he resigned, and was succeeded by George M. Robeson. It has been claimed for W. C. Whitney that he has been the only business man who ever was appointed Secretary of the Navy, but while it is true that he conducted affairs of the navy on business principles, it is also well known that he was a lawyer by profession and also a prominent politician. The new Secretary is the second man who has not been a lawyer nor active in politics, and he is likely, with the assistance of Assistant Secretary C. H. Darling, to institute some much-needed reforms in the contract system and general accounts of the Navy Department.

RECOVERY OF RELICS.

Two relics of Nelson, stolen December 8, 1900, from the Painted Hall at Greenwich Hospital, were recovered under rather romantic circumstances in July last. A sailor, recently arrived from Australia, left a package at the Customs Depot at Greenwich. After the usual lapse of time had passed without any claim being presented for the property, the package was opened by the inspector, who found, among other articles, a concertina. A close scrutiny of the latter revealed a slight scratch near one of the screws, which suggested the conclusion to the inspector that a screwdriver had been used and had slipped. The concertina was then opened and inside of it were found Nelson's gold watch and gold hilt of a sword, the articles stolen more than three years ago. The Scotland Yard force are now working up the case. The sailor, named William McCarthy, alias Carter, has been arrested and charged with the theft. He claims to have left England in 1899 for Australia and remaining there until his recent return, but the police have worked up his record and find it bad. The property thus strangely recovered was valued at over $10,000.

Notice to Passengers.

Baggage transferred to and from all trains, steamers, etc., at low rates. One trunk (single trip) 25 cents; round trip 50 cents. Morton Special Delivery, 308 Taylor st., 650 Market st., Oakland Ferry Depot. Phone Exchange 46*

Labor unions of Georgia are advocating the establishment of a bureau of State Labor Statistics and Mining.

SHIP PELEUS IS ENDANGERED

Almost Run Down by Another Vessel Which Was Adrift on the Bay

QUICKSTEP LOSES CHAIN

Vigilant Customs Officers Watch the New York for Hidden Silks and Cigars

The big British ship Peleus, which came into port Saturday after a long stormy voyage from Antwerp, was perilously near disaster while lying at anchor off Meiggs wharf early Sunday morning.

During Saturday night the barkentine Quickstep, moored in the northern part of the bay, began to drag her anchor before the force of a strong northwest wind. She drifted toward Alcatraz Island, and though chain was paid out she continued to drag till she almost touched the beach.

Before she struck the ground, however, the wind shifted sufficiently to swing the vessel away from the land and toward the Peleus. The wind blew strong and the Quickstep, true to her name, made right for her in her drift toward the Britisher. Those aboard the Peleus saw through the darkness the stranger to the windward coming down on them, and veered away chain to escape the impending collision. As the Quickstep came slowly down on the other vessel, plowing up the mud on the bay bottom, the chain snapped and thirty-five fathoms of it flew down to the anchor below. The breaking of the cable caused the Quickstep to swerve from her course, and she scraped alongside of the Peleus, with no damage to either vessel. Another anchor was let go, which held, and the barkentine held to her moorings till morning, when she was towed to Mission Bay for safer keeping.

Prize Craft and Skipper.

The steamer Francis H. Leggett, with her skipper, Charles Reiner, is the prize craft and master of the coast. She arrived yesterday morning from Portland with 2000 tons of grain and 8,000,000 feet of lumber in a log raft towing behind. This trip, which occupied five and a half days from the mouth of the Columbia River, is the third she has made with cargo and raft since July 17, and in all three trips she has come into port with her big burden on Sunday.

Customs Officers on Warships.

The customs officers, profiting by their success in finding dutiable articles on the United States steamer Solace, are watching the naval vessels in the harbor. Many shore visitors went out to the ships and numbers of the strangers were spotted by the crew as revenue men. The battleship New York has been boarded every day by customs men in plain clothes. The chief boatswain's mate entertained one of the innocent visitors in his room all afternoon last Saturday, but all the officer found was a big bottle of whisky which Jack had smuggled aboard. They emptied the bottle together, and the customs man in plain clothes doesn't know whether the contents were dutiable or not.

Curacao Comes in Port.

The Pacific Coast steamer Curacao arrived yesterday, 11 days from Guaymas and way Mexican ports. B. C. and F. M. Clark, also Edward Hoag, three mining engineers from Sinaloa, Mexico, were among the passengers. Two women in the second-class cabin, from Guaymas, Mrs. Petra Silvas and Mrs. Maria Vedauri, her daughter, were detained on the vessel by order of A. de la Torre, Deputy Commissioner of Immigration. They were found to be sick poor, and liable to become a care on the public.

The first cabin passengers were as follows: Jesus Clothier, Pomposo Guemez, W. H. Jones, Douglas Brown, Hilari Biron, Charles S. Perry, A. E. Carper, Edward Hoag, Miss Cordia Kaiser, L. Bancalari, B. C. and F. M. Clark.

Marion Goes to the Laundry.

The sloop of war Marion was yesterday towed to Mare Island for the purpose of getting a long-needed clean-up for the conclave festivities. For some time she has been moored on the dusty side of the Spear-street wharf, and she was a sad-looking craft when she started back to the navy-yard, where spick-and-span ships are the rule.

Water Front Notes.

It was visiting day aboard the New York yesterday, and a large number of people inspected the noble battleship that was the flagship of the squadron that battered the Spanish fleet to scrapiron at Santiago. The naval fleet, comprising the New York, Boston, Bennington and Marblehead, will remain in port till September 10.

The overdue ships posted for reinsurance are the Pionier, 143 days from Buenos Ayres to Falmouth, 90 per cent; Hampton, 164 days from Antwerp to Port Los Angeles, 6 per cent; Michelet, 114 days from Dunkirk to Diego Suarez, 10 per cent.

A steamboat war on Puget Sound is in full blast, and passengers and freight are being carried between several ports free of charge. In fact so fierce is the competition of the two fighting transportation companies that people are solicited to take vacations and bring their goods and take pleasure trips on the boat.

SHIPPING INTELLIGENCE.

ARRIVED.

Sunday, August 28.

Stmr Curacao, Paulson, 11 days from Guaymas, via Ensenada 45 hours.

Stmr Navarro, Weber, 29 hours from Eureka.

Stmr Whitesboro, Olsen, 13 hours from Greenwood.

Stmr Scotia, Johnson, 11 hours from Bowens Landing.

Stmr Brunswick, Ellefsen, 14 hours from Fort Bragg.

Stmr Newsboy, Lee, 37 hours from Crescent City.

Stmr Maggie, Corning, 4 hours from Halfmoon Bay.

Stmr Francis H. Leggett, Reiner, 5½ days from Astoria, with log raft in tow.

Stmr Aberdeen, Hansen, 70 hours from Grays Harbor.

Stmr G. C. Lindauer, Allen, 68 hours from Grays Harbor.

Stmr Arctic, Nelson, 22 hours from Eureka.

Schr Bender Bros, Wetzel, 15 hours from Point Arena.

SAILED.

Sunday, August 28.

Stmr F. A. Kilburn, Thompson, Port Rodgers.

Stmr South Bay, Jamieson, Eureka.

Stmr San Pedro, Rasmussen, Eureka.

Stmr Santa Rosa, Alexander, San Diego.

Stmr Fulton, Panzer, ——.

Stmr Maggie, Corning, Halfmoon Bay.

Stmr Argyll, Gilboy, Honolulu.

Stmr City of Puebla, Jepsen, Victoria.

Stmr Chico, Martin, Bandon.

Stmr Aurelia, Erlekson, Astoria.

Stmr Rainier, Hansen, Seattle.

Schr Ida A. Campbell, Bodega.

Schr Berwick, Jacobson, Rogue River.

Schr Mary E. Russ, Iverson, Coos Bay.

Schr Lily, Bottger, Umpqua.

TELEGRAPHIC.

POINT LOBOS, Aug. 28, 10 p. m.—Weather clear; wind NW; velocity 16 miles per hour.

DOMESTIC PORTS.

SEATTLE—Sailed Aug 27—Stern wheel stmr Schwatka, for St. Michael.

Sailed Aug 27—Stmr Roanoke, for Nome.

PORT HARFORD—Sailed Aug 27—Stmr Acme, for San Francisco. Aug 28—Stmrs Coos Bay and Santa Cruz, for San Francisco.

Sailed Aug 28—Stmr Bonita, for San Pedro.

COOS BAY—Arrived Aug 28—Stmrs Homer and Breakwater, hence Aug 26.

TATOOSH—Passed in Aug 28—Stmr Montara, hence Aug 25, for Seattle. Passed out—Stmr Melville Dollar, for San Pedro.

ASTORIA—Arrived Aug 28—Stmr Redondo, hence Aug 25.

Sailed Aug 28—Stmr Alliance, for San Francisco.

Sailed Aug 28—Bktn George C. Perkins, for San Pedro.

POINT REYES—Passed Aug 28—Stmr San Gabriel, from Eureka, for San Pedro.

ISLAND PORTS.

HILO—Sailed Aug 26—Ship Tillie E. Starbuck, for San Francisco.

HONOLULU—Sailed Aug 28—Bktn Echo, for Willapa.

KAHULUI—Sailed Aug 28—Stmr Hawaiian, for New York.

FOREIGN PORTS.

MAZATLAN—Sailed Aug 25—Stmr Acapulco, for San Francisco (not Ger stmr Memphis, as before reported).

OCEAN STEAMERS.

Arrived Aug 28—Stmr La Bretagne, from Havre; stmr Slavonia, from Naples.

DOVER—Sailed Aug 28—Stmr Pennsylvania, for New York.

GENOA—Arrived Aug 28—Stmr Romanic, from New York.

LIVERPOOL—Arrived Aug 27—Stmr Parisian, from Montreal, via Moville. Aug 28—Stmr Cedric, from New York, via Queenstown; stmr Etruria, from New York, via Queenstown.

Sailed Aug 28—Stmr Campania, for New York.

TENERIFFE—Arrived Aug 28—Stmr Amasias, from San Francisco, via Montevideo, Valparaiso, etc., for Hamburg.

Movements of Steamers.

TO ARRIVE.

Steamer.	From.	Due.
Tellus	Oyster Harbor	Aug. 28
Newburg	Grays Harbor	Aug. 28
Coos Bay	San Pedro & Way Pts.	Aug. 28
Sierra	Sydney & Way Ports.	Aug. 29
Umatilla	Puget Sound Ports	Aug. 29
Coptic	China & Japan	Aug. 29
State of Cal.	San Diego & Way Pts.	Aug. 29
Eureka	Humboldt	Aug. 29
Centralia	San Pedro	Aug. 29
S. Monica	Grays Harbor	Aug. 29
Elizabeth	Coquille River	Aug. 30
Sequoia	Willapa Harbor	Aug. 30
Pomona	Point Arena & Albion	Aug. 30
R. Dollar	Humboldt	Aug. 30
Homer	San Pedro	Aug. 30
Acapulco	Coos Bay & Pt. Orford	Aug. 31
Jeanie	New York via Ancon	Aug. 31
Breakwater	Seattle & Tacoma	Aug. 31
Alliance	Coos Bay	Aug. 31
Pt. Arena	Portland & Way Ports	Aug. 31
Santa Rosa	Mendocino & Pt. Arena	Sept. 1
North Fork	San Diego & Way Pts.	Sept. 1
Columbia	Humboldt	Sept. 1
Bonita	Portland & Astoria	Sept. 1
Argo	Newport & Way Ports.	Sept. 1
Corona	Eel River ports	Sept. 1
Queen	Humboldt	Sept. 2
G. W. Elder	Puget Sound Ports	Sept. 5
Mariposa	Portland & Astoria	Sept. 5
Barracouta	Tahiti	Sept. 6
Centennial	New York via Ancon	Sept. 7
Aurelia	Seattle & Tacoma	Sept. 7
	Portland & Astoria	Sept. 7

TO SAIL.

Steamer.	Destination.	Sails.	Pier.
	August 29.		
Argo	Eel River Ports	4 pm	Pier 2
Centralia	Grays Harbor	4 pm	Pier 10
G. W. Elder	Astoria & Portland	11 am	Pier 24
Corona	Humboldt	1:30 p	Pier 9
Bee	Portland direct	12 m	Pier 2
	August 30.		
S. Monica	Los Angeles Ports	10 am	Pier 2
Manchuria	China & Japan	1 pm	Pier 40
G. Dollar	Grays Harbor	4 pm	Pier 20
	August 31.		
Eureka	Humboldt	9 am	Pier 13
Coos Bay	San Pedro & Way	9 am	Pier 11
Arctic	Humboldt	9 am	Pier 2
	September 1.		
Pomona	Humboldt	1:30 p	Pier 9
Pomo	Pt. Arena & Albion	6 pm	Pier 2
State of Cal	San Diego & Way	9 am	Pier 11
G. Lindauer	Grays Harbor	.....	Pier 2
Leelanaw	Seattle direct	2 pm	Pier 20
Alliance	Eureka & Coos B.	.....	Pier 16
Newburg	Grays Harbor	4 pm	Pier 10
Elizabeth	Coquille River	5 pm	Pier 20
	September 2.		
Breakwater	Coos Bay direct	5 pm	Pier 8
Sequoia	Willapa Harbor	4 pm	Pier 20
Umatilla	Puget Sound Ports	11 am	Pier 9
	September 3.		
City Panam	N. Y. via Ancon	12 m	Pier 40
Pt. Arena	Point Arena	4 pm	Pier 2
	September 4.		
North Fork	Humboldt	5 pm	Pier 20
Columbia	Astoria & Portland	11 am	Pier 24
Bonita	Newport & Way	9 am	Pier 11
Jeanie	Seattle & Tacoma	5 pm	Pier 20
	September 7.		
Curacao	Mexican Ports	10 am	Pier 11
Queen	Puget Sound Ports	11 am	Pier 9
	September 8.		
Sierra	Sydney & Way	2 pm	Pier 7
Coptic	China & Japan	1 pm	Pier 40

FROM SEATTLE.

Steamer.	Destination.	Sails.
City Topeka	Skagway & Way Ports.	Aug. 29
Senator	Nome	Aug. 30
Dirigo	Skagway & Way Ports.	Aug 30
Dolphin	Skagway & Way Ports.	Aug. 31
Valencia	Skagway & Way Ports.	Aug. 31
City Seattle	Skagway & Way Ports.	Sept. 1
Santa Clara	Valdez & Seward	Sept. 1
Excelsior	Seldovia & Way Ports.	Sept. 1
Victoria	Nome & N. E. Siberia	Sept 3

Sun, Moon and Tide.

United States Coast and Geodetic Survey—Time and Height of High and Low Waters at Fort Point, entrance to San Francisco Bay. Published by official authority of the Superintendent.

NOTE—The high and low waters occur at the city front (Mission-street wharf) about 25 minutes later than at Fort Point; the height of tide is the same at both places.

SUNDAY, AUGUST 28.

Sun rises 5:36
Sun sets 6:45
Moon rises .....1:38 a. m.

Date.	Time (H W)	Ft.	Time (L W)	Ft.	Time (H W)	Ft.	Time (L W)	Ft.
28	0:24	4.5	6:32	1.0	1:17	4.9	6:52	2.0
29	1:06	4.3	7:02	1.4	1:42	4.9	7:36	1.8
30	1:43	4.2	7:35	1.7	2:10	4.8	8:20	1.5
31	2:32	4.0	8:12	2.1	2:40	4.8	9:11	1.4
1	3:34	3.8	8:57	2.4	3:20	4.9	10:13	1.1

NOTE—In the above exposition of the tides the early morning tides are given in the left hand column and the successive tides of the day in the order of occurrence as to time; the fourth time column gives the last tide of the day, except when there are but three tides, as sometimes occurs. The heights given are in addition to the soundings of the United States Coast Survey Charts, except when a minus (—) sign precedes the height, and then the number given is subtracted from the depth given by the charts. The plane of reference is the mean of the lower low waters

CITIZENS PAY HONOR TO DEPARTED FRIEND

Funeral Services for the Late Fiorenzo Cavagnaro Attended by Masons and Druids.

The funeral services for the late Fiorenzo Cavagnaro took place yesterday afternoon at King Solomon's Hall, Masonic Temple, under the auspices of Speranza Italian Lodge No. 219, F. and A. M.

The Masonic Temple was crowded with the sorrowing friends of the departed, including members of the Masonic lodge, San Francisco Consistory No. 1, A. and A. S. R., and the United Ancient Order of Druids, of which he was deputy noble grand arch.

The Rev. Dr. Jacob Nieto was chaplain. George Varco delivered a eulogy at the bier for the Scottish Rite Consistory and J. C. Sala and J. A. Devoto, representing Speranza Lodge, and L. F. Dunand, representing the Druids, also spoke feelingly of their departed brother.

The floral tributes were very beautiful and numerous.

The pall bearers were J. C. Sala, G. Scalmanini, J. A. Devoto, A. Fodera, J. Cassarelto, Walter Gallagher, F. N. Belgrano, David Stark, A. P. Van Duzer and R. E. Allan.

The Beneficencia R. G. Company of San Francisco.

ORGANIZED MAY, 1900.

TO THE PUBLIC!! BEWARE OF COUNTERFEITS!! All genuine tickets of this company have initials "R. G. CO." on faces and monogram "R. G. C." on backs thereof.

Following are the capital prizes as decided by the Beneficencia Publica Company, Thursday, August 25, 1904: No. 5079 wins $7500, sold in Santa Rosa, Cal.; No. 5937 wins $2500, sold in San Francisco, Cal.; No. 72423 wins $1250, sold in San Francisco, Cal.; Nos. 19658, 23150, 37541, 66182, 77284 each wins $125, sold in Sacramento, Oakland, Petaluma and San Rafael.

The R. G. Company paid to Frank M. Stamper, 47 West Rose st., Stockton, Cal., $7500 for whole ticket No. 61356, drawing of July 28, 1904; to I. F. Morris, 406 J st., Sacramento, Cal., for client, $3750 for one-half ticket No. 70715, drawing July 16, 1904; to Sam L. Beary, for L. Jennings, Portland, Or., $1000 for one-half ticket No. 59438, drawing July 16, 1904; to M. J. Blackman, 1248 Devisadero st., San Francisco, Cal., $625 for one-half ticket No. 19297, drawing July 28, 1904; to A. A. Lobree, 217 First st., San Francisco, Cal., $625 for one-half ticket No. 19297, drawing July 28, 1904.

Unconscious at Hospital.

Charles Lewis lies in the Emergency Hospital in an unconscious condition with a fractured skull. Lewis was found at 1032 Market street at an early hour yesterday morning suffering from several lacerated and contused injuries about the head. The superficial injuries were dressed at the hospital by Dr. Policki, who diagnosed his other injury to the fracture of the skull. He remained unconscious during the entire day, consequently the hospital officials are in the dark regarding how he came by his injuries. The matter was reported to Captain Spillane of the Southern District.

NUMBERS

—OF THE—

BENEFICENCIA PUBLICA

(Class "H.")

City of Mexico, August 25, 1904.

No.	Prize	No.	Prize	No.	Prize
36	20	176	100	335	20
336	20	363	20	412	40
445	20	661	20	678	20
825	40	987	40	1097	20
1121	20	1279	40	1327	20
1335	40	1400	40	1454	100
1698	40	1843	40	1963	20
2086	40	2185	20	2235	40
2480	100	2602	20	2733	20
2797	20	2829	40	2872	20
3032	20	3053	40	3146	40
3249	20	3567	40	3591	40
3621	40	3720	100	3811	20
4002	200	4276	20	4298	20
4304	20	4323	20	4398	20
4437	20	4487	20	4515	20
4709	500	4736	20	4739	20
4800	40	4802	20	4817	40
4820	40	4887	40	5079	60000
5218	20	5254	40	5264	20
5361	40	5588	40	5761	20
5937	20000	5962	20	6168	40
6187	20	6248	100	6277	20
6410	40	6476	100	6551	20
6578	20	6584	20	6617	20
6718	20	6758	20	7074	20
7267	20	7317	500	7328	50
7410	200	7681	40	7753	40
7881	40	8016	40	8197	20
8342	20	8398	100	8523	20
8545	20	8755	100	8858	20
9045	20	9061	20	9264	40
9377	20	9515	200	9571	20
9667	20	9842	20	9980	40
10046	20	10113	20	10163	20
10276	20	10305	40	10424	20
10650	40	10691	20	10712	40
10876	20	10920	20	10930	100
11191	20	11262	40	11381	40
11590	20	11400	40	11518	20
11747	40	11790	20	11830	20
11841	40	11955	20	12053	40
12071	20	12251	40	12293	500
12351	20	12371	40	12402	40
12748	20	12856	20	13151	20
13156	40	13659	20	13711	100
13815	500	13929	20	13945	20
13946	20	14010	20	14036	20
14605	20	14842	100	15063	20
15012	40	15029	20	15093	40
15253	20	15501	40	15626	20
15849	40	16046	40	16248	40
16266	40	16297	20	16324	40
16340	100	16404	20	16540	20
16662	40	16695	40	16810	40
16806	40	16995	20	17099	20
17146	40	17211	20	17265	20
17347	20	17430	20	17599	40
17714	20	17967	20	18096	40
18159	20	18191	20	18435	20
18515	100	18520	20	18525	40
18608	100	18896	20	19082	40
19108	40	19131	20	19201	20
19684	100	19699	40	19767	40
19753	20	19900	20	20001	40
20151	20	20217	40	20235	20
20546	100	20685	40	20762	40
20758	40	21013	20	21053	20
21187	20	21239	40	21311	20
21407	20	21521	20	21627	20
21649	100	21885	20	22007	40
22020	20	22027	20	22114	20
22316	40	22330	20	22355	20
22495	40	22589	40	22644	40
22687	20	22748	100	22801	200
22921	20	22931	20	22938	20
22939	20	23059	40	23150	1000
23161	40	23174	40	23186	20
23222	20	23313	20	23317	20
23336	100	23364	40	23387	20
23409	100	23486	20	23524	40
23544	40	23644	100	23668	40
23672	200	23723	40	23837	40
23883	20	23988	100	23995	40
24079	20	24400	20	24724	40
24802	20	24941	40	25053	40
25272	100	25345	20	25351	40
25370	40	25399	20	25437	20
25451	20	25881	20	25907	100
26367	40	26515	40	26538	40
26581	40	26647	40	26654	40
27291	40	27521	100	27701	200
27772	20	27824	20	27982	20
28076	20	28095	100	28344	40
28445	20	28525	200	28636	20
28643	20	28697	40	28806	40
28834	20	28852	100	28919	20
28950	40	29131	500	29200	100
29240	40	29336	40	29858	20
29908	100	29942	20	30051	20
30076	40	30193	40	30276	20
30419	20	30682	20	30732	20
30735	500	31056	20	31152	40
31248	40	31336	20	31353	20
31457	20	31558	40	31791	100
31989	20	32008	20	32144	100
32176	40	32233	20	32244	200
32315	40	32396	100	32406	100
32442	20	32484	100	32482	40
32582	20	32622	20	32794	20
32870	40	32897	20	32931	100
33133	40	33191	20	33292	20
33307	20	33364	500	33443	40
33557	20	33627	20	34054	20
34071	20	34278	20	34293	20
34499	20	34622	40	34842	20
34875	20	34982	20	35079	20
35092	20	35251	20	35288	20
35319	20	35387	200	35610	20
35632	40	35993	20	36003	100
36018	40	36022	40	36094	20
36100	100	36107	20	36114	20
36169	20	36297	40	36321	40
36371	20	36398	40	36433	20
36543	40	36562	20	36577	20
36631	40	36808	200	36822	20
36830	20	36890	40