

The recent army maneuvers have taught some interesting things in the war art, which are described in THE SUNDAY CALL.

THE CALL

A good illustrated story of the revolution in the Philippines wrought by the introduction of American machinery appears in THE SUNDAY CALL.

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SAN FRANCISCO, FRIDAY, SEPTEMBER 28, 1906.

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HURRICANE CAUSES LOSS OF MANY MILLIONS.

Storm Extends Northeast-erly From Gulf, Doing Damage Over Large Area

RUMORS OF LOSS OF LIFE AT PENSACOLA Havoc Wrought Along the Lines of Southern Rail-ways and Cities Flooded

LOUISVILLE, Ky., Sept. 27.—The tropical hurricane which for the past twenty-four hours has been churning the waters of the Gulf of Mexico and doing much damage on the coast and far inland, is tonight whipping through Northern Alabama in a northeasterly direction at a velocity but slightly less than that recorded in New Orleans during the day. Reports received do not indicate any loss of life, but the damage to property over the territory touched by the storm is something enormous. All wire communication is seriously disarranged, and in some instances has resulted in cutting off cities completely. Mobile not having been heard from in nearly twenty-four hours. Numerous washouts have occurred, the interruption for this cause in one case extending for thirty miles. Pensacola, where the maximum velocity of wind was probably felt early this morning, reports a property loss of \$3,000,000 in the city alone, and sends rumors of loss of life, which it is impossible to confirm tonight, as the uncertain wire which held long enough to glean this information late this afternoon failed with the coming of night.

New Orleans furnished the subject of numerous wild rumors during the day, but authentic reports from there tonight indicate that while there was considerable damage to property, there has been no loss of life in the city. Wires between New Orleans and the gulf are prostrated, and it will be several days before anything can be heard from the vast territory between the Crescent City and the gulf, and from the shipping which is riding out the storm in the open gulf. Biloxi, Miss., and Moss Point, Miss., have not been heard from for twenty-four hours. Moss Point reporting the water five feet deep in the streets of the little town at 10 o'clock Wednesday night.

There was a heavy rain and high wind at Montgomery, Ala., during the day, but no serious damage was done. A gale is blowing at Birmingham to-night after a day of steady rain, which has been continuous for thirty-six hours.

GREAT DAMAGE TO RAILROADS.

Atlanta began to feel the storm at noon today, but up to 5 o'clock tonight its force had not been increased to an extent portending serious results. The damage to railroads is very heavy. Reports to the officials of the Louisville and Nashville road from the superintendent of the Mobile and Montgomery divisions indicate that the loss approximates \$1,000,000. The tracks between Flootman, Ala., and Pensacola, Fla., are obstructed in many places, and in some localities badly torn up by falling trees, while the section between Georgian and Graceville, Fla., has suffered similarly.

At Pensacola the Louisville and Nashville grain elevator has been destroyed and the entire trackage to Escambia Bay is ruined. The railroad wharf at Pensacola is reported to be a total loss and thirty-nine cars of coal of the company was washed into the bay. Further reports indicate that the roadbed between Bay Minette, Fla., and Mobile, a distance of thirty miles, has been washed away, rendering traffic impossible. Five hundred section workmen are being rushed tonight from Montgomery and Birmingham to the scene of the damage.

The Louisville and Nashville also suffered several washouts near New Orleans and trains from the latter city are being run tonight over certain sections of this trackage. The New Orleans and Northeastern road reports its tracks under water at several places in the vicinity of New Orleans.

PENNY OUTLAY BRINGS IN \$10,000 TO HEIRS

Relatives of Victim of an English Railway Disaster Receive Large Sum From London Weekly.

LONDON, Sept. 27.—The heirs of one of the victims of the Grantham railway disaster have received \$10,000 insurance, which was effected at a cost of one penny.

The insured was a regular subscriber to a London penny weekly which insures its readers against accidents and death. The day of the disaster he sent his bag, containing a current copy of the paper, duly signed, to the hotel at Retford, where he expected to pass the night. Within a few hours of his death the claim was examined, allowed and settled.

INDEX OF THE SAN FRANCISCO CALL'S NEWS TODAY.

TELEPHONE TEMPORARY 86. FRIDAY, SEPTEMBER 28, 1906.

WEATHER CONDITIONS:

YESTERDAY—Clear; west wind; maximum temperature 70; minimum temperature 51. FORECAST FOR TODAY—Fair; continued warm; light west wind. Page 7

CITY.

St. Patrick's Church parishioners will hold a picnic tomorrow at Shellmound. Page 10
Mrs. Oelrichs receives letters of administration of estates of husband and brother. Page 15
Negotiations pending between M. H. de Young and Eastern firm about building on Geary street through to O'Farrell. Page 16
Committee on uniform legislation recommends measures suggested by the Armstrong committee of New York. Page 9
Closing arguments made in trial of Vance and Simmons for killing Tilden. Page 15
Joker believed to have been inserted in spur track ordinance through Southern Pacific influence. Page 9
Washington advises that British steamer Restorer need not be forfeited for violating navigation laws. Page 7
Insurance committee to make complete technical report on the recent disaster. Page 9
Interstate Commerce Commission notifies Southern Pacific of modified ruling covering excursions. Page 15
Ralph Scanlin beats two telephone girls and begs mercy from rival. Page 3
Two women plead for a divorce by which one can rid herself of husband and the other secure him. Page 16
Junk thieves steal valuable brass from St. Francis Hotel and damage plumbing. Page 16
Southern Pacific announces intention of rushing the Sacramento Southern Railroad to completion. Page 16
Albert M. Johnson has been selected as attorney for the Carpenters' Union in the arbitration proceedings. Page 16
Charles Husband, a driver, found lying near Sutter street car tracks fatally injured. Page 16
California Liquor Dealers' Association recommends the proposal to remove the floor as attorney and instead gives him warm endorsement. Page 5

POLITICS.

Hearst decides to pull down the Independence League candidates in New York. Page 1
Gillett makes telling speech at Vallejo and arouses great enthusiasm. Page 2
Langdon, candidate of the Independence League, campaigns in Contra Costa. Page 15
Union Labor party decides to place no candidates in field for Supreme Justices. Page 2
Bryan declares Hearst's nomination pleases him and that editor will make a strong race. Page 2

LABOR.

San Francisco Carpenters' Union No. 22 attracts attention at Niagara Falls. Page 9
Waiters' Union is to make war on union men patronizing Japanese restaurants. Page 9

SPORTS.

Automobilists want challenging motor enthusiasts to make contest reliability event. Page 10
Portland defeats Seals in ten-inning game, score 2 to 1. Page 10
Rosen-Lady Amelia match race declared owing to unfavorable track conditions. Page 11
Miss Golla Mee and Harold Gets victorious in half-tennis tournament. Page 10
Sacramento dogs win first and second prizes at Vancouver field trials. Page 10
Jack O'Brien, the boxer, undertakes to stop two men, each in ten rounds. Page 11
Eddie Hanlon makes an 8-to-10 choice over Hyland in the betting on tonight's fight. Page 11
Berger and O'Brien are unable to agree on rules governing their proposed bout. Page 11
Judd R. Gibbs, once a power in local fast circles, is dead. Page 11

SOCIETY.

Mrs. Oelrichs to leave San Francisco on Saturday for the East. Page 8

MINING.

Promising development work proceeds in many Nevada mining camps. Page 7

MARINE.

Lombard street wharf, long ago condemned, collapses. Page 7
Merchants call Harbor Commission's attention to necessity of providing docking facilities for grain trade. Page 7

SUBURBAN.

Oaklander says wife caroused with other men while he was ill. Page 6
Shoplifting charges against Mrs. Fanny Rosenthal dismissed at Berkeley. Page 6
Carlton Wall, after Oakland accident, says his automobile career is ended. Slight change in the critical condition of Mrs. Henry A. Melvin. Page 6
Schoolmaster elopes with his pretty pupil and can't be found. Page 6
Man and woman boldly attempt to rob Italian at South San Francisco. Page 6
Litigation over a \$100,000 estate at Redwood City compromised. Page 6
Women of Ross Valley tear down cards of candidates tacked on telegraph poles. Page 6

COAST.

Hotel clerk, well known in California, weds daughter of Eastern millionaire. Page 3
J. W. Brewster says miners at Goldfield ran him out of town. Page 5
Adolph Weber, Auburn murderer, meets death on gallows with smile on lips. Page 5

DOMESTIC.

Comptroller of Currency Ridgely addresses Bankers' Association in Philadelphia. Page 11
Couple that robbed butcher of nearly \$10,000 at Portland, Or., are under arrest in Salt Lake. Page 11
Hurricane extends northward, causing property loss of many millions. Page 5
Testimony before Interstate Commerce Commission at Denver indicates coal land fraud. Page 1
Heavy earthquake causes panic in Porto Rico, but does little damage. Page 5

FOREIGN.

Army and navy preparing for possible invasion of Cuba. Page 1
Moderate party of Cuba makes final effort to keep President Palma in office. Page 1
Secretary Taft may soon proclaim himself provisional Governor of Cuba. Page 1
Sealers report Japanese raiding Russian seal rookeries in the Bering Sea with heavily armed forces. Page 1

AFONG PASSES AWAY IN HIS NATIVE LAND

HONOLULU, Sept. 27.—News has been received here that Afong, the well-known Chinese capitalist, formerly of Hawaii, died in China on Tuesday, September 25.

Afong settled in Hawaii about forty years ago and amassed considerable wealth in business. He married a half-white woman, by whom he had fifteen children, two sons and thirteen daughters. About fifteen years ago he returned to China with one of his sons, leaving over \$1,000,000 for his family. His daughters became prominent in social circles and were noted as being among the most beautiful women in the Hawaiian Islands. Nearly all of them married men of prominence, one becoming the wife of Rear Admiral Whiting.

PREPARING PLANS FOR INVASION OF CUBA.

Transportation of Troops a Grave Problem Being Considered by Army and Navy

INTERVENTION SEEMS QUESTION OF HOURS

All Efforts to Keep Palma in Office Fail—Taft May Soon Become Governor

SPECIAL DISPATCH TO THE CALL.

CALL BUREAU, POST BUILDING, WASHINGTON, Sept. 27.

Possible invasion of Cuba was the incentive of continued activity in the War and Navy departments to-day. At the war college the general staff of the army has held a session which lasted through the afternoon. At its close the policy of secrecy which has characterized the army in the prosecution of Cuban as well as other matters was maintained, and it was said that the meeting had to do only with the practical working of the problems dealing with the transportation, arming and feeding a United States army which might be called upon to sail from the Atlantic Coast to Havana or some other point on the Cuban coast.

In spite of repeated assertions by members of the general staff that an army sufficient to quell the disturbances in Cuba could be landed in that island within a week, the question is raised by military experts not directly interested in the general staff plans whether this is actually possible. They seem inclined to doubt whether the army is very much better prepared for such a contingency than it was in 1898. They point out that the bids for horses and mules were opened in Chicago only two days ago and that at least a month will be required for their inspection and acceptance. In the matter of transportation the army is said to be equally badly off. Only the Summer is available, and, although the general staff is keeping watch of ships which might be pressed into the service, the number of these varies from day to day, and when any one of them becomes available it will require several days to rent it for the transportation of troops.

WORK AHEAD FOR THE NAVY.

Meanwhile the brunt of actual operations has fallen upon the navy. In addition to the ships already dispatched to Cuba it was officially announced this afternoon that the Columbia, after reaching New York with Secretary Root on board, would be held in readiness to transport bluejackets and marines to Cuba if required. It was said that this was also the intention toward the Rhode Island, which has been

Continued on Page 3, Column 3.

ALLEGED FRAUD IN COAL LANDS.

DENVER, Sept. 27.—Charles A. Prouty, Interstate Commerce Commissioner, heard evidence here today under congressional authorization against the Union Pacific Coal Company, a subsidiary corporation of the railway company, in connection with charges that the company fraudulently secured control of immense tracts of coal lands. Tonight Commissioner Prouty said: "If the evidence given before me—and I believe it to be true—can be substantiated, the Union Pacific Coal Company wrongfully controls coal lands in Wyoming and other States that are worth millions of dollars. The matter will have to come before Congress, and after it does it remains for those most deeply interested to begin civil actions in the courts."

Judge Cyrus Beard of the Supreme Court of Wyoming was one of the witnesses today and he testified that he located coal lands for the company and then sold his location right for \$200 more than the speculation cost him. At that time he was Union Pacific attorney. He admitted that the company provided the money with which he paid for the lands originally, and that the \$200 was for his trouble. Half a dozen witnesses testified that they were taken to a room in the Union station by George Mosholder, a gambler, and were there given from \$3 to \$5 each for signing papers the nature of which they did not know.

It is alleged that these men, who were mainly habitués of saloon and similar resorts, were used as "dummies" by the company in securing lands under their names. All the witnesses are said to have been promised immunity and they testified freely.

The Denver hearing is the last to be held in the West at this time and Commissioner Prouty has started for Washington, where he will file his report.

LEAGUE NOMINEES TO BE PULLED DOWN.

Hearst Decides to Be "Regular" in His Campaign for Governor of New York

DISGUST PERVADES DEMOCRATIC RANKS

Vote Shows Editor Could Not Have Won Had He Not Sandbagged Delegates

SPECIAL DISPATCH TO THE CALL.

BUFFALO, Sept. 27.—With no attempt to conceal their bitterness and their hope that the ticket named this morning will meet overwhelming defeat, the Democratic leaders who made a gallant, though losing, fight to save their party from the Hearst-Murphy alliance, left for their homes today.

That Hearst owes his nomination wholly to the brutal unseating of Democratic delegates, who were legally elected and sent to Buffalo to oppose his candidacy, is now more apparent than ever. Without the assistance of Murphy and Sullivan not even the lavish use of money in the rural districts of the State could have given him more

than a handful of delegates. These two Tammany powers literally sandbagged the convention and turned it over to him in a helpless condition. This is established by an analysis of the vote cast for Hearst.

Hearst owed ninety-five of his 309 votes to the unseating of duly elected delegates holding credentials and to the desire of delegates to protect themselves locally when there was no longer any chance of defeating him.

LACKED A MAJORITY.

As a matter of fact there were four more votes from two western counties which had been instructed for him, but which would have been cast against him if necessary. His real strength in the convention, therefore, was 210 out of 450, or sixteen votes less than a majority.

In the new organization of the Democratic party Murphy is the State leader. He has absolute control of the new State committee, which will meet for organization in the Hoffmann House on Monday. William J. Connors of Buffalo will be elected chairman as a reward for nominating his candidate for Governor.

For the men who have managed the Hearst campaign trouble is already being made by persons who had been promised local nominations and by candidates who will be dropped from the Independence League ticket.

NO LEAGUE NOMINATIONS.

In many parts of the State, where local tickets were in course of preparation, the Hearst followers have been told there will be no League nominations and they must now seek to be placed upon the Democratic ticket. As a result of this necessary development of the Hearst campaign there is much discord among the men who have been his most enthusiastic workers, and echoes of it began today to reach the ears of the Hearst political managers.

According to present plans there will be no Independence League ticket in the field. That has been practically decided by the Hearst managers. Formal action on the matter will be taken tomorrow in New York at a meeting of the Independence League executive committee. It is the plan to ask John Ford and others who worked hard to get their names on the ticket to step aside in the interest of harmony. They will be promised a reward of some kind for their sacrifice. If the

Continued on Page 2, Column 4.

Nine Persons Hurt in Collision of a Runaway Car and Wagon.

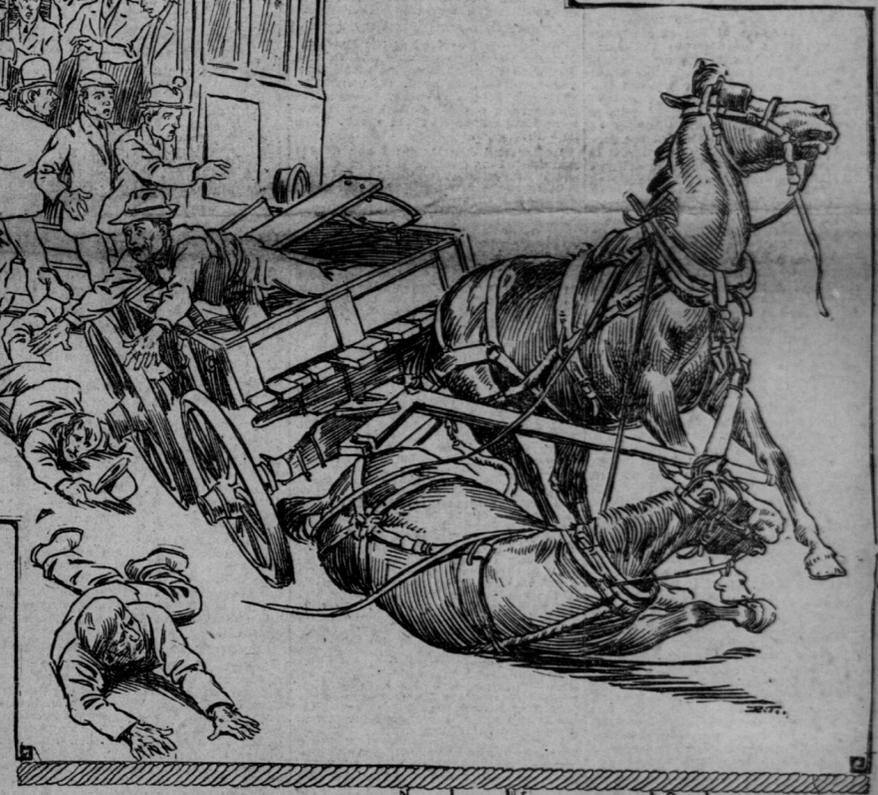
Nine persons were injured yesterday afternoon when a runaway car on Oak street, crowded with passengers, struck a wagon at Pierce street in its descent.



List of Injured in Car Accident.

- Martin Gray, 793 Clayton street.
- Gustav Burgh, 225 Parnassus ave.
- T. R. Corcoran, 1845 Devisadero street.
- Oscar Kurisinke, 1887 Page street.
- John Kelleghan, 1638 Eleventh ave.
- Theodore Schinbucker, 225 Church street.
- George Williams, Seventh avenue and J street.
- Henry Esserman, address unknown.
- Henry J. Stolz, 1935 Haight street.

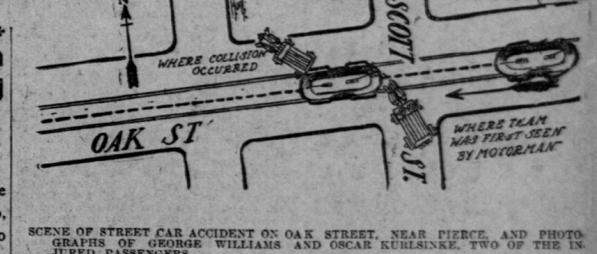
Nine persons were injured yesterday afternoon in a street car accident on Oak street when one of the Mission cars dashed down the steep grade from Steiner to Devisadero street. The brakes refused to work at the top of the hill and the motorman was powerless to check the speed of the car. At



JAPANESE RAIDING SEAL ROOKERIES.

VICTORIA, B. C., Sept. 27.—The sealing schooner City of San Diego, first of the fleet from Bering Sea to reach port, arrived tonight, bringing news of several more raids made by Japanese sealing schooners, armed with quick-firing guns, on Copper and Bering islands, whose rookeries are leased by an American company from the Russian Government, which has guards on the islands. Hunters of Japanese schooners who boarded the City of San Diego in Bering Sea reported that a number of Japanese schooners had made raids at Copper Island, two being armed with Gatlings, with which they bombarded the huts of the guards on the island before landing.

During the past summer, it was estimated, at least twenty Japanese were killed and none know how many Russians had been shot. The captain of one of the Japanese schooners was among the killed, having been shot through the head by the rookery guards. The City of San Diego reported seeing about twenty-five Japanese schooners in Bering Sea. They were clustered close about the islands and shooting right and left. Consequently the Victoria schooners were obliged to remain sixty miles outside the islands and had a poor season.



SCENE OF STREET CAR ACCIDENT ON OAK STREET, NEAR PIERCE AND PHOTOGRAPHS OF GEORGE WILLIAMS AND OSCAR KURISINKE, TWO OF THE INJURED PASSENGERS.

SANITY OF THAW IS QUESTIONED.

NEW YORK, Sept. 27.—It was disclosed tonight that Harry K. Thaw is to be examined before a lunacy commission. This step has been decided on by Thaw's lawyers after much persuasion by Mrs. William Thaw. She plans to avoid having him placed on trial for the slaying of Stanford White, preferring to have him sent to the Matteawan asylum for the criminal insane.

An application for the appointment of the lunacy commission will be made it is understood before Justice Clanchard next week in the Supreme Court criminal branch. The application will be based upon the affidavits of several of Thaw's lawyers and of alienists who have made a thorough physical and mental examination of the prisoner.

Information that this was to be made has reached the District Attorney's office. No opposition will be offered. The District Attorney's office will insist, however, upon having an examination of Thaw by Drs. MacDonald and Flint, representing the State.

Pierce street a debris wagon was struck and half a dozen passengers were buried from their insecure places, while others, panic stricken, leaped to the street.

The presence of mind of John Reilly, the motorman, alone prevented a much more serious catastrophe. Realizing that it was impossible for him to stop the car, he turned to the passengers and begged them to keep their seats until the up-grade between Devisadero and Broderick street should be reached. He knew that then he could bring the car to a standstill. Several men on the car acted on his advice. They stood manfully in front of the terrified women and kept them from leaping to certain injury and perhaps death.

"Keep your seats," Reilly shouted above the clatter of the rattling car trucks. Had it not been for the collision with the wagon all might have escaped uninjured.

CAR BADLY OVERCROWDED.

The car, which is numbered 576, was crowded far beyond its capacity. The register showed that 130 fares had been paid during the trip from Sixteenth and Brannan streets. At the time of the accident there were probably 100 passengers.

Continued on Page 3, Column 4.