

MCCARTHY IN CAMP SILENCE MAKES STREET GONGS

Supervisor's Pet Resolution to Remove Firebells Meets With Defeat

Board Impressed by Chief Murphy's Statement That System Is Success

Supervisor McCarthy's pet resolution for the removal of the fire gongs along Market street went to defeat yesterday before the combined attack of a majority of the supervisors and officials of the fire department, and the gongs will continue to give their raucous warning on the approach of fire apparatus.

Instead of passing McCarthy's resolution to do away with the warning bells altogether, the board asked the department of electricity to divide the existing system into two circuits, so that it will not be necessary to ring all the gongs at the same time unless it is so desired. The division will be made at Fourth street, permitting the ringing of signals either east or west of that point.

Fire Chief Murphy and Assistant Chief Maxwell testified before the board that the system had proved a big success and that its removal would injure the efficiency of the department. They said that without these gongs the motor-driven apparatus of the department could not be used to the best advantage and that the safety of the public would be endangered.

"Without these gongs," Murphy said, "motor apparatus can't go down or across Market street without killing somebody sooner or later, and it will be more than one or two. Besides, I want to know who is complaining about these bells and what the cause of the complaint is. The department never has had any complaint, but lots of compliments."

Supervisor Vogelsang, who had clung to a safety station yesterday morning as some of the motor driven apparatus went down Market street, thought that the trucks had been speeded too fast.

"There never yet was a case that a piece of apparatus got to a fire too soon," answered Murphy.

"Well, I think I was entirely too near when it went by," remarked Vogelsang.

McCarthy denounced the bells as "tin cans" and asserted that they were primitive and provincial. He said that Hayden, who was the chief opponent of McCarthy's measure, had several verbal clashes with the latter before the matter was settled. He was armed with a letter of indorsement from the chief of Seattle, while Murphy produced indorsements from all the captains of the local department. Murphy explained that it is the intention of the board to stall about 40 of the warning bells in different parts of the downtown district, connecting them in circuits of about four together.

On the final vote, McCarthy's resolution was defeated 11 to 6.

Mayor Rolph recommended in a formal communication to the board of supervisors yesterday that steps be taken leading to the purchase by the city of the 81 acres of the Suro estate offered by the heirs on August 25 for \$667,613 and advised the acceptance of the gift of Suro heights, comprising 20 acres, which Mrs. Emma L. Merritt will deed free to the city if the other lands are purchased.

Rolph's letter advised the board that he holds the deeds in escrow and that the city's purchase option expires January 1, 1913. The 81 acres that the Suro heirs offer the city for \$667,613 include the Suro bath and museum and a beautiful strip along the ocean lying between Lincoln park and the Golden gate, the Cliff house and Lake street.

The recommendations of the mayor were referred, after some discussion as to the proper committee, to a joint board of the roads and tunnels and the public buildings committee.

Supervisor Giannini was of the opinion that since the purchase plan would involve the issuance of bonds the matter should be referred to the finance committee, but Supervisors Maury and Hayden insisted upon the other two committees named and won their point. Rolph's letter set forth the many advantages to be gained by the city in acquiring the Suro property.

Supervisor Tilt over Tunnel A sharp tilt between Mayor Rolph and Supervisor Andrew Gallagher took place at yesterday's session of the board of supervisors as the result of discussion over a delay by the board of works in filing a report in connection with the Stockton street tunnel assessment, the delay causing a continuance for a week of the hearing of protests. Gallagher declared that he did not take much stock in the excuses offered by the board of works, and in reply to the mayor's inquiry as to his suggestion for a remedy declared that other city departments should keep their hands off the board of works, especially in the matter of appointments.

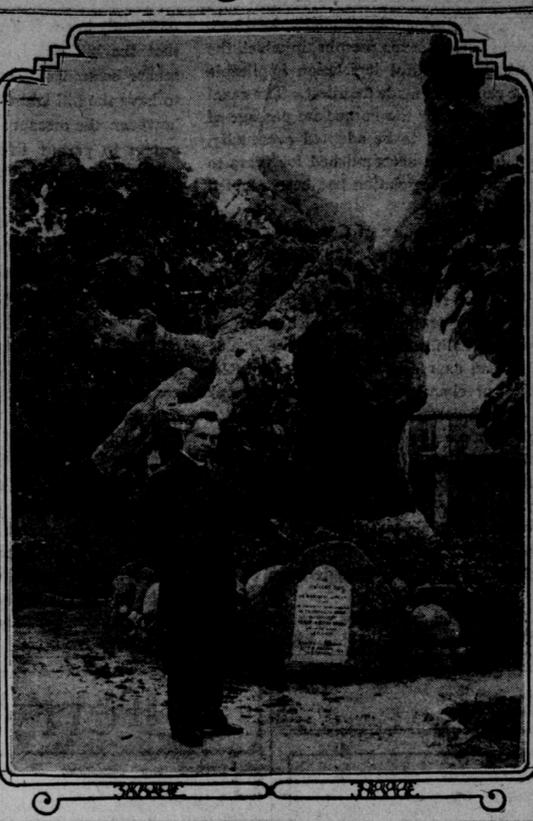
Vote on Fire Drills The proposed ordinance providing for fire drills in factories, department stores, schools and hospitals, after a stormy four months before the fire committee of the board of supervisors, was sent back to that committee for further amendment yesterday over the violent protest of Supervisor Andrew J. Gallagher. The latter demanded that it should be passed at once as it stood, but was beaten by a 10 to 6 vote on the motion to re-refer.

F. S. Gunnison, assistant treasurer of Hale Brothers, was present as a representative of the department store merchants to protest against some of the provisions of the ordinance. His principal objection was that if fire drills were called in any of the big stores when 4,000 to 6,000 or more persons were in a store, a panic might result. He suggested that the ordinance should be changed so that the owner of the store might designate the time of holding a drill instead of leaving it to the discretion of the fire chief. He said that there was no objection on the part of the store keepers to the general provision relating to hospital drills, and Supervisor McCarthy objected to the ordinance as likely to interfere with business in certain factories and shops.

Geary Paving Appropriation The board of supervisors adopted a resolution yesterday directing the board of public works to enter into a contract for the repaving of Geary street at once from Kearny street to Van Ness avenue, and appropriated \$35,000 out of the paving fund for the purpose. A resolution was also adopted directing the board of public works to advertise immediately for bids for track construction for the extension of the Geary street municipal railway from its present terminus at Thirty-third avenue to the beach.

A resolution from the building commission

Monterey to Commemorate Historic High Mass of 1770



Ancient tree in Monterey, where Padre Junipero Serra first celebrated high mass in California, June 3, 1770.

Admission Day Hereafter Will Be Devoted to Revival of Early Spanish Customs

MONTEREY, Sept. 4.—A special mass commemorating the first high mass celebrated by Padre Junipero Serra, June 3, 1770, will be celebrated here next Sunday under the tree where the mass of Padre Serra was held. The ceremony will be conducted by Rev. R. M. Mestres, assisted by various fraternal organizations of the state.

The local committee in charge of the Admission day celebration plans to have an annual historic and legendary pageant celebration here. The celebration this year will consist of many carnival attractions, concerts and parades and ceremonies typical of early Spanish customs.

The pageant will open with a grand Mardi gras ball Saturday evening and close with another Mardi gras Monday evening.

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CITY EMPLOYEE IS BLAMED FOR DELAY

L. B. Cheminant Is Accused of Failing to Order Pipe for Water System

L. B. Cheminant of the city's engineering department, now facing charges of neglect of duty and incompetency as a result of the investigation of the leaky Twin peaks reservoir, is in for more trouble if assertions made yesterday to the board of supervisors are proved. Assistant City Engineer Hunt also was named as having knowledge of an unwarranted delay in contract work and may be involved in the investigation that Mayor Rolph will make this week.

Cheminant was specifically named by the representative of Michael Murphy, a contractor, as being responsible for delaying work on a portion of the auxiliary water system by failing to order pipe when needed, and it was also stated that Hunt had knowledge of the condition long in advance.

Murphy had applied for a 30 days' extension on the ground that unforeseen obstructions had been encountered. To save himself and obtain the necessary extension he was forced, through his representative, Madingly, to admit that the real cause of the delay was due to the failure of the city's engineering department to furnish the pipe.

"I did not want to attack the engineering department, Madingly told the board, 'but this is not our fault. We are shy about three blocks of pipe, and can't go on without it. I knew three months ago that there wasn't enough and reported it to the engineering department, but nothing was done. Now I have been told that the pipe has been shipped and should be here soon.'

"Can you put your finger upon the person who ordered the pipe?" asked the mayor.

"I can," said Madingly.

"Who is it?" demanded Rolph.

"Cheminant," was the answer.

An extension of one week was given Murphy pending an investigation by the mayor to determine the exact facts of the case.

AUTO LICENSES ARE ISSUED FOR STATE

SACRAMENTO, Sept. 4.—The following are the automobile registrations to September 4, 1912:

- 80984—D. W. Welk, box 2717, Oilfields; Buick.
80985—L. S. East, box 33, Altos; Maxwell.
80986—John Lewis, Parlier; Overland.
80987—E. C. Coon, E. F. D. No. 2, Chico; Rambler.
80988—A. Jacopi, Los Banos; Federal.
80989—D. Ernest Mullins, care Bohemian club, San Francisco; Chalmers.
80990—J. R. Mickelson, 147 North Second street, Woodland; Rambler.
80991—H. Carson, corner Fourth and Orient streets, Chico; Geo.
80992—Red Line company, Jefferson street, Oakland; Commercial truck.
80993—Walter J. Schuy, 2201 Fulton street, San Francisco; Rambler.
80994—Fred Maurer, 153 Berry street, San Francisco; Geo.
80995—J. W. Van Bergen, 340 Washington street, San Francisco; Stevens-Duryea.
80996—E. F. Burke and L. B. Collins, 411 Pierce street; no make given.
80997—A. J. Moler, 2027 Sacramento street, San Francisco; S. G. V.
80998—Glen Caldwell, 1200 Union street, San Francisco; Elmore.
80999—John J. McCarthy, 2205 Broderick street, San Francisco; Winton.
81000—Frank E. Carroll, 1525 Page street, San Francisco; Winton.
81001—Hammond Lumber company, De Fremery wharf, Oakland; Oakland.
81002—Miss M. Gabel, company, 2128 Center street, Oakland; Ford.
81003—Sam H. McLaughlin, 122 East Eleventh street, Oakland; S. G. V.
81004—Richard Erickson, 430 Orange street, Oakland; Chalmers.
81005—Dr. F. J. Collar, 1424 Union street, Alameda; Oakland.
81006—Mrs. W. C. Childster, San Mateo; Overland.
81007—L. M. Lewis, E. F. D. No. 2, Lodi; Buick.

JUDGE'S ILLNESS DELAYS TRIAL—On account of the illness of Superior Judge Cabanis the hearing of testimony in the case of Nat. Litchenstein, Samuel Litchenstein, H. J. Joseph and Milton Nathan, charged with misdemeanor conspiracy by Mrs. Anita Litchenstein, were postponed yesterday until today.

PANAMA MINISTER RESIGNS—Washington, Sept. 4.—Senator Don Ricardo Arias, minister from Panama to the United States, today forwarded his resignation to the government and will leave Washington as soon as he is relieved.

NEW BUCK CARS ARRIVE IN CITY

1913 Product of Flint Factory Prove Attractive—Simplex Official Is Here

\*By LEON J. PINKSON

Embodying the latest mechanical features, electric lights and self-starters, the first of the 1913 types of Buick cars were received yesterday afternoon by the Howard Automobile company, coast distributors, and were immediately placed on display in the Golden Gate avenue headquarters of the firm, where they attracted keen attention. The Buick line for 1913 consists of two roadsters and three touring cars, all with self-starters, and the first of the models to arrive here were two of the latter type. The 28 horsepower five passenger car and the 32 horsepower five passenger model. The other three types are a 28 horsepower roadster, a 32 horsepower roadster and a 40 horsepower five passenger touring car.

In addition to the self-starting and electric lighting equipment of the new Buick models the factory has lengthened the wheel base of most of the models and has also improved the cars in the matter of finish. No radical changes have been made in the construction of the cars, but in the language of Manager R. K. Roberts of the Howard company, "The Buick company has maintained the idea of service and durability in its new models."

"Those who have had the privilege of viewing all the 1913 Buick models have been struck at the first glance by the advance made in the external appearance of the cars. Before an examination is made of the mechanical features the eye is arrested by the beauty of the lines which give all the models a distinction that is described by the enthusiasts as rakish and snappy.

"One of the features observed on all the new Buicks is the character of the upholstery. It is of the highest grade, deep and rich, and in model 40 it has been extended up and over the edge of the body and the door, the leather reaching a short distance down the outside, thus adding not only to the comfort but to the appearance of the car.

"In designating the model 30, new type of roadster, the aim has been to construct a real roadster and not merely a remodeled and curtailed touring car. The body worked out for this car is of the distinctively roadster type and it is roomy and comfortable. The snappy lines are made complete and effective by the dip and curve of the mud guards. The car is fully equipped, with tops, lamps and all the usual accessories, and a mechanical self-starter. There is an electric battery for the side and tail lamps. The motor is 4 by 4, and the wheel base is 108 inches.

"The Model 24 roadster, a 105 inch wheel base, tires 27 by 31-2 and a motor 3-4 by 3-4.

"Model 25 is the Buick's smaller size touring car, seating five people. The wheel base is 105 inches, the motor 3-4 by 3-4 and the tires 27 by 31-2.

"Model 31, a five passenger touring car has a wheel base of 108 inches and a motor 4 by 4. Its full equipment includes electric side and tail lights.

"Model 40, the highest grade five passenger touring car, has a wheel base of 118 inches, a motor 4 1-4 by 4 1-2. It generates 40 horsepower, is fully equipped and has an electric generator for all the lamps, head, dash and tail, and a self-starter.

The new style of Buicks are trimmed with black and nickel, some of the models being shown with gray bodies and others in black."

UNCLE SAM COWS THE NICARAGUANS

Washington Administration Is Reassured With Reopening of Communications

WASHINGTON, Sept. 4.—Officials of the state and navy departments believe that the American forces have the Nicaraguan situation well in hand and that the danger to American lives and property has been minimized.

With the arrival of 750 marines on the cruiser California at Corinto and assurances from Rear Admiral William H. H. Southard that communications between Corinto and Managua have been reopened, less anxiety is felt in administration circles. There is now an American force of about 2,000 marines and bluejackets in the disturbed district. The latest reports are that the rebels are less menacing than they were a week ago.

Some concern is felt about the situation at Matagalpa, where there are more than 100 unprotected Americans, but it is expected that Admiral Southard will be able to send a guard there within the next few days.

CHINESE MERCHANT ROBBED—Wing Now Lung, a Sausalito fruit merchant, was held up "yesterday" morning at Jackson and Battery streets by two men, who robbed him of \$100.

TROOPS READY TO RUSH TO MEXICO

Company I of Signal Corps Is Ordered to Border to Open Line of Communication

WASHINGTON, Sept. 4.—With a view of keeping lines of communication open along the Mexican border so that troops may be rushed in an emergency to protect American interests the war department today dispatched Company I of the signal corps from Cheyenne, Wyo., to the Rio Grande. Orders were given to communicate with Brigadier General Steever, in command of the department of Texas, and it is expected that the signal corps force will report at Fort Bliss. The Thirtieth cavalry at Fort D. A. Russell, Wyo., is being held in readiness to go to the Mexican border should Brigadier Walter Taylor make a request for additional forces.

Officials of the war department say that the presence of a stronger guard along the frontier would not serve any definite purpose, inasmuch as the rebel leaders know American troops would not be ordered to cross the Rio Grande to take a hand in putting down the revolt.

The messages received today indicate that the rebels are still harassing American citizens in Mexico and stealing horses in Sonora.

Advertisement for Southern Pacific trains to Los Angeles. Features include \$12 Round Trip, Official Route G. A. R., Sept. 7, 8, 9, 7 Fast Trains Each Way Daily—3 of Them Limited, 2 Special Trains Sunday, Sept. 8, Department Commander's Special, G. A. R. Special, Tickets Good on All Trains, Stopovers on Return Trips.

Advertisement for Wickham Havens Incorporated. Headline: 'THE WAVE OF PROSPERITY IS SWEEPING THE HAVENSCOURT DISTRICT'. Text describes the benefits of the S.P. Electric Line and the availability of beautiful home sites for sale.

Fishing in Pleasant in the Feather River Country. Reached via the Western Pacific Railway.