# CHILE MUST APOLOGIZE OR FIGHT.

(Continued from Second Page.)

ing force. The harbor could soon be put in a position of defense with a sufficient number of guns mounted so that it would be difficult for a war vessel to pass through the Golden Gate. A well-equipped vessel with long-range guns might cause damage to buildings in the city, but it would be devoid of results to the Chileans, who would be unable to land and to levy tribute."

Captain C. Percy Smith, who has traveled through the South American republics, said: "The Chileans are the aristocrats of South America, and they are intensely patriotic. This is exemplified by their conduct during the Civil War. Fighting each other as fiercely as they did, they would certainly acquit themselves well in uniting to repel an invader, but I am inclined to think that we need not apprehend hostilities. Eager although the Chileans may be for war, their Government will be too sensible to get involved in such a serious matter as a war with the United States. Whether or not an apology is tendered, I don't see why this country wishes to become embroiled with such an insignificant nation. In the event of a war the Chileans could not act other than on the defensive. The entire strength of their navy would be needed at home, and they would not spare a single keep to bombard this city, so I think we are all perfectly safe."

Baron H. Arnous de Riviere of Iquique said that the latest dispatches gave him no reason to change his opinion as expressed in THE CALL yesterday morning. "The Chilean Government will make an apology and whatever reparation is right if the statements about violations of international polity are proven. A new Minister of Foreign Affairs has recently been appointed. He is a particularly calm and moderate man, whose personal interests are so valuable that he will do everything in his power to avoid hostilities if for no more patriotic reason than to protect his property. It is absurd to think of Chile taking the initiative and attacking San Francisco or any other port, all the Chilean fleet being needed to guard the cities, the coal mines and the nitrate beds. The whole difficulty could be amicably adjusted by any other diplomate than Mr. Egan, who is a thorn in the Chilean side, and whose mere presence in the country is inflammable. Were he withdrawn and another Minister sent to succeed him the comity would be entirely restored."

"There will certainly be war," said Nestor A. Young of San Diego, who is at the Grand. "Two naturalized Chileans are residents of San Diego, and they have several times told me that their countrymen mean fight, and could never be conquered in the world. If a sufficient force of United States troops were landed in Chile and captured the cities, the natives would retire to the hills, where they could maintain a guerrilla warfare for twenty years. They will fight to the death, and my informants added that the Chileans would make the situation so much better than the dates for the invaders that the natural regions would be like an ice-cool refrigerator, by comparison. Personally, I think the impending war will be a serious and protracted struggle. They have been stealing time long enough, and I admire the President's firm stand. As soon as war is declared I believe some of the Chilean fleet will come up to San Diego, which will be at their mercy, levy tribute on the city and skip back to their own country, which of course will be the scene of the struggle after attacking Santa Barbara, San Luis Obispo, Monterey and San Francisco. My opinions are greatly shared by the San Diego people, who, under the direction of General Datus E. Coon, have organized a volunteer force for home defenses, comprising 700 old soldiers and young men, with two companies of the National Guard. A naval battalion of 200 men is also being drilled on board the cruiser San Francisco, and we are preparing for the trouble which seems inevitable."

"The President's message was justified by the circumstances, if the facts are stated correctly," said Morris M. Estee. "I am afraid that those Chileans are in no humor for apologizing, and if they refuse to make the requisite reparation the honor of the nation should be upheld, although I am opposed to war, except as a last resort. We should be able to settle this matter through the American Minister to Chile. Should war be declared, I really believe the hot-blooded Indian and Spanish races who inhabit that South American country fancy they are invincible, having so recently overthrown Balmaceda's party, and it would take the appearance of an armed force at their ports to bring them to their senses."

Presiding Justice Charles A. Low said: "The atmosphere is murky with blood and thunder, and the war cloud has certainly attained large proportions. If Chile does not come to time with a very humble apology I think she will be disciplined, and very properly so. True, she is a smaller nation than ours, but because a man is physically your inferior is no reason why you should tamely submit to his insults. Your honor may be satisfied by merely slapping his face, but in a political sense such a course would be carte blanche to offer an affront. Chile must be taught that we are great enough to demand respect, and she not too small to act with dignity and courtesy."

William A. James—It will go against their grain, but the hot blood and fierceness shared by Chileans in common with the inhabitants of the other South American republics will be obliged to undergo the humiliation of an admission of wrong, accompanied by a proper expression of regret. The President evidently means what he says in his message, and will enforce his demands if necessary. The Chileans will not be insane enough to get embroiled in a war while their country is still impoverished as a result of civil strife. They will say they are sorry with as good grace as possible.

S. H. Cameron—I don't think Chile will apologize, nor do I believe that the United States will declare a war against her. A country like Chile never believes she is in the wrong, and even if she did, her people would never submit to the chagrin of an apology. She must be treated like a sick child who deserves a whipping, but whose condition will not stand chastisement. The United States can afford to ignore Chile.

Mayor Sanderson does not believe there will be war. "England will not have it," said he. "This talk that England is urging Chile on is all nonsense. Her interests would be more at stake than ours, and she is struggling to take any risks. She has very large interests there, you know."

"Chile doesn't want war with this country," said John A. Russell, Clerk of the Board of Supervisors and one of the best informed men in San Francisco. "We have, I mean her conservative population—her better class of people—in fact the governing class when there are no internecine troubles. These people have got sense enough to know that they are in no condition to fight. They are completely reduced now by troubles of their own. What an absurd idea it would be to pick a quarrel with a nation that could wipe them off the face of the earth.

"I'm satisfied that Chile's people mean no disrespect to this nation, and that as soon as her representatives get back to their little selves they will make all the reparation this country can reasonably ask."

W. J. B. Mackay, discussing the "situation" said: "It looks more like war with Chile now than it ever looked before. Every epithet of corn and every thrust in the back which was delivered at the unfortunate sailors was an indignity upon the flag, and the United States must either repudiate or accept the insult. Whether we determine to be generous and consider the ignorance of Chile or the loss of our own men, or to be politic and consider our commercial relations, reciprocity and what not, there is no getting behind the plain fact, that in the murder of the sailors the nation has received an unmeasured demonstration of hostility. To bear with a contumelious foe until the limit of endurance is reached may sound very nicely, but such a policy is unbecoming a great nation."

A. Jortel, Assistant Secretary of the Sailors' Union of the Pacific, applauded the President's action. He said: "We have a fellow-feeling for Uncle Sam's blue-jackets. Many of them are members of the union, and many of us have suffered indignities in these Spanish-American countries, where there is little respect for our flag. Chile deserves a good spanking, and if it is done we will have pleasanter dealings with these little States in the future."

W. H. Bagge, Secretary of Carpenters' Union No. 483, expressed the opinion that if our ships had gone way from Chile during the civil war there would now be no necessity for an ultimatum, and he believed that if the truth of the matter were known there would be no war talk here.

A. M. Johnston, also a member of St. Joseph's craft, discussed the matter, but took a widely different view from that expressed by Mr. Bagge. "The President's message," he said, "is a calm, statesmanlike document, devoid of bluster or brag. But it is to the point and should convince Chile that the time for trifling is past."

Alexis Sullivan of the Shoemakers' League said: "The first step toward reciprocity with these southern republics is to teach them respect, and President Harrison has taken a long stride in that direction."

Seaman Davis of the Musicians' Union thought that war with Chile is a very remote possibility. He considers the President's message timely, and believed that it would have a good effect upon the truculent southerners.

P. J. Eye of the Box-makers' Union said: "We have trouble enough of our own in this country without going to war with another. The President, no doubt, did what he considered his duty, but I don't think we will fight with Chile."

John Montgomery—I think that in the Chilean affair the President has acted in a conservative but judicious manner. His messages to Congress on the subject have been most fair and impartial, and beneath his remarks may easily be traced a spirit of firmness. I think the Government of Chile has had ample time to make reparation for the outrageous and inhuman assault upon the Baltimore's men at Valparaiso. For the United States to longer forbear with the dilly-dallying tactics of Chile would be most undignified, to say the least.

Police Captain Douglass—I have not yet made up my mind whether there shall be war or not. Of course we'll whip them easily.

Police Sergeant Flanders:—Uncle Sam should go to Chile and spank the Chileans into a proper understanding of the respective standing of the two nations.

Police Surgeon Somers—War should be declared if Chile does not make full reparation. That fiery-headed little republic is like a naughty child; if reproof or warning fails, then a good spanking is in order. War and a spanking, or reparation and no spanking, seems to fill the bill.

R. S. Miller—Our Government has been too lenient. We should demand from Chile reparation at once and, not receiving a satisfactory answer, declare war. When sailors of foreign nations land on our shores we treat them kindly. We do not assault, club and murder them. If full reparation for the outrages at Valparaiso is not made at once Congress should declare war against Chile without further delay or parley. Although a Southern man I will say that those who fought in the Confederate army are just as patriotic on this subject as Northern men. If war was declared you would find that the ex-Confederate soldiers would gladly join the Grand Army men in teaching Chile a wholesome lesson.

S. P. Hardenberg—I say the United States is altogether too lenient in dealing with this insolent, little, South American, jerk-water republic. Our Government appears to be somewhat lax in protecting the rights of subjects abroad. Had Chile been dealing with England the latter would have gained full reparation in short order or blown the revolting nation out of water.

Gavin McNab of the Occidental—I think Chile will put this country to all the expense and annoyance possible and at the last moment back down, resting their satisfaction on bouncing Minister Egan.

Captain L. M. Fletcher has been a skipper for a quarter of a century, knows all parts of the world well and is perfectly acquainted with the character and dispositioq of the Chilean people. Said he: "Those who talk about Chile apologizing are talking nonsense. Chile will never apologize. Her controlling element is unfortunately not the conservative class. All this trouble comes from a class that is perfectly insolent and nothing will bring them to time but subjugation. They need a good licking and I hope they will get it from this country."

"I hope there'll be war!" exclaimed Supervisor Curtis, "and there should be. Why, the idea of an insolent, insignificant snip of a country like Chile dictating terms to the United States! It makes me boil to think of it."

### CHILE'S ARMY.

**It Is One That Is Formidable Only on Paper—Its Strength.**

The Chilean army is formidable only on paper. In 1883 it contained two regiments of artillery, ten battalions of infantry and three regiments of cavalry, with 1023 officers and 12,450 men. By the law of 1884, however, this establishment was reduced and limited to 10,410 men at most.

In 1891 the strength of the standing army on paper had fallen to 397 officers and 5719 men, organized in eight battalions of infantry, two regiments of field artillery, three regiments of cavalry, one battalion of sappers, and one battalion of coast artillery. The effective strength of this army, however, was estimated by a German Colonel last year as only 2305 men, for during 1890 no fewer than 1158 had deserted.

Besides its 2305 regulars the Chilean Government has, in times of peace, a National Guard of 48,602 men and 2119 officers, to which every Chilean able to bear arms is supposed to belong. The National Guard, like the regular army, is much more considerable on paper than in reality. At the beginning of last year it was estimated to contain but 27,000 men and 1055 officers, poorly drilled and armed and almost undisciplined. This force is divided among thirty-four regiments of infantry and three separate companies, eleven squadrons of cavalry, and a few old-fashioned batteries.

"The organization of the Chilean army," wrote a German military authority last February, "is a pretty wretched affair, and patriotic Chileans have long urged a thorough reform. The training is hardly better than the organization. So, for instance, the cavalry is drilled according to the Spanish system of 1807. On the other hand, the weapons of the regular army are sufficiently modern. The field artillery has Krupp guns and the infantry has Mannlicher rifles. The ammunition factories and repair-shops are under the supervision of German officers."

Not the least of the serious defects of the Chilean army is that it has an amazingly large number of commissioned officers. Every battalion has one Colonel, two Majors and two Captains. The change, moreover, from the peace formation to the war formation has been in no way provided for.

### CHILE'S NAVY.

**The Capitan Prat and Other Vessels That Are on the List.**

Chile's best war vessel, and the only one which gives our navy any concern, is the Capitan Prat, and, fortunately, this has not yet come into her possession, being still under construction at Les Forges et Chantiers de la Mediterranee of Toulon. The Prat is an armored steel battle-ship of 6900 tons displacement, a little larger, therefore, than our Maine, and was launched December 20, 1890. It is believed that she is now complete with the exception of receiving her battery. She has a belt of twelve inches of steel, and is credited with a speed of nineteen knots. Her powerful armament includes, in the first place, four 9½-inch Canet breech-loading rifles mounted in barbette turrets, one forward, one aft and one on each side amidships. Central-loading tubes enable these guns to be loaded in any position, and the thorough modern character of the vessel is shown by the substitution of electricity for hydraulic power in working the gun-turrets, while the latter can be worked also by hand in case of need. In addition there are eight 4¾-inch Canet rapid-fire guns, mounted on special carriages in pairs, in closed turrets, two on each side of the ship. These carriages also can be operated either by hand or by electricity. The secondary battery consists of seven Maxim machine guns, six revolving cannon, and eight rapid-fire guns of small caliber, together with four Canet torpedo tubes. Taking together her speed, her armor protection, and her great battery power, the Capitan Prat surpasses anything that we have at present ready to meet her. The question whether she will be delivered to Chile by her builders before the outbreak of hostilities, supposing that war should actually occur, is a highly important one. If she should not be so delivered, she would be of no use to the Chileans, since she would undoubtedly be detained by the French Government.

Two other new vessels, launched at La Seyne in June and September, 1890, are the Presidente Errazuriz and Presidente Pinto. These have been delivered to Chile and are ready for service. They are protected cruisers of 2089 tons' displacement, or just about that of the Detroit and her sister ship launched recently at Baltimore. They have a length of 268 feet by a breadth of 35¾, and are built for speed. The Errazuriz, in trials under induced draught, ran six times over the measured course of 10½ nautical miles, and her average speed was 18.25 knots. Under natural draught she reaches 17½ knots. The two vessels are certainly speedy, and it is said they can steam 4500 knots at the rate of 12 knots per hour, without recoaling. They have batteries of rapid-fire guns, but we have plenty of much more powerful vessels to take care of them.

The Esmeralda was considered in her day the best all-round cruiser of her type afloat. She was launched on Jan. 1, 1883, at the establishment of Sir William Armstrong & Co. She is a protected cruiser of 2810 tons' displacement, and originally carried two 10-inch and six 6-inch Armstrong guns. It has since been said that the heavier guns did not work satisfactorily, and were replaced by others. She has, of course, an auxiliary battery. This was the vessel that was sent to convoy the Itata in the San Diego affair, and there was no little speculation as to the result of a hostile meeting between her and the Charleston when the latter was sent in pursuit. The Esmeralda's engines develop about 6500 horse-power, giving her a speed of eighteen knots.

The Almirante Cochrane of 3560 tons is a casemated battle-ship, built at Hull in 1874, from designs of Mr. E. J. Reed. She was a sister ship of the Blanco Encalada, which was sunk by a torpedo in Caldera harbor last April. The former vessel has a new armament, consisting of five 8-inch 14-ton Armstrong breechloaders in the gun-deck casemate, while a sixth originally belonged to the battery, but proved defective. She also has a number of Hotchkiss rapid-fire guns and revolving cannon in her secondary battery. She has two above water torpedo tubes forward and one aft, and one tube carried amidships. It was reported some time ago that the Blanco Encalada was to be raised, if possible, but it remains to be seen whether Chile will attempt to use her again. At all events her mate, the Cochrane, is an effective ship, with her good battery and her nine-inch armor at the water-line; but she is too slow, her engines developing 2900 horse-power, and giving her a speed of about twelve knots.

The Huascar is an ironclad of about 2000 tons displacement, captured from Peru in 1879. She was built in 1865, and has but 4½-inch armor at the water-line, with 5½ and 8 inches on the turret. She carries two 12-ton Armstrongs and two 40-pounders, is slow and altogether not formidable.

The principal other war-vessels of Chile are her torpedo craft, and in these she greatly excels our navy. Most noticeable among them are the pair of torpedo-cruisers, the Almirante Lynch and Almirante Condell. They were launched by the Laird Brothers early in 1890, and the former promptly distinguished herself last year, shortly after her completion, by sinking the Blanco Encalada, as already mentioned. They have a length of 240 feet, a beam of 27½, and a draught not exceeding 10 feet. They have thirty-eight water-tight compartments, a central bulkhead separating the two engine-rooms and the two sets of boilers. The following additional description is given of them by our Bureau of Naval Intelligence:

"The machinery space is protected by steel bulkheads, extending from bilge to gunwale and forming the coal bunkers. Two pair of triple expansion engines give 4500 I. H. P. and an estimated speed of 21 knots.

"Battery—Three Hotchkiss 14-pounder R. F. G., two on the forecastle and one aft; four three-pounder H. R. C. and two Gatlings. Five torpedo tubes are fitted, one in the bow and four on broadside.

"These vessels have good freeboard at the ends, a high platform for the bow and stern guns being secured by a topgallant forecastle and half poop, which give ample space for the accommodation of officers and men."

In their trials the Lynch made a mean speed of 21¼ knots, while the Condell apparently did still better, since in a three hours' run at sea, with most unfavorable weather, with heavy wind and rough water, she secured 21½ knots under an indicated horse-power of 4350. In her trials for coal endurance a continuous run of six hours at 11 knots gave a consumption of only 88 pounds per knot, so that at this rate the Condell has a steaming radius of 2500 miles, with a normal coal supply of 100 tons.

Besides these two vessels Chile has ten first-class torpedo-boats and two second class, and a goodly supply of Whitehead torpedoes, which she has lately augmented. There is no doubt whatever that she is better equipped than our forces in this particular, but our ships would profit by the experience of the Blanco Encalada, which did not take suitable precautions against a surprise, and also was poorly manned.

The O'Higgins, a wooden corvette of 1100 tons, built in 1867, was engaged in an engagement with the Valparaiso forts last year. The Magellanes, a composite gunboat of 950 tons, built in 1874, and carrying one 7-inch rifle and some rapid fire guns, was damaged at Chanaral last April in an engagement with the Lynch, the Condell, and the Samuelo Aldea, that drove them all off. The Aldea, a 70-ton torpedo-boat, was nearly blown to pieces in this fight. Then there is the Chacabuco, of 1100 tons, and the Abtao, of about the same displacement, an unarmored corvette, carrying small batteries, and with them may be put the Pilcomayo of 600 tons.

Perhaps a word should be given to the armed transports. The Imperiale, of 2700 tons and 3000 horse-power, with a speed said to be 13 knots, was built at Birkenhead in 1889, for the Compania Sud Americana de Vapores. She was seized by Balmaceda and supplied with a battery of twelve guns, three of them rapid firing. The same company owned the Rio Bio, of 713 tons displacement, built at Glasgow in 1888, and also our old acquaintance the Itata, of 1766 tons, built at Liverpool in 1873. A third vessel of this company, the Maipo, built at Glasgow in 1882, of 2295 tons, was captured by the Congress party from Balmaceda under the guns of the Valparaiso forts. Two other vessels, used as armed transports last year, and belonging to the Pacific Steam Navigation Company, were the iron steamer Chilloe, of 2309 tons, and the Aconcagua, of 4109 tons. The latter is said to have 14½ knots speed. She was injured in the Caldera fight with the Lynch and Condell.

Some minor craft, such as the school ships for the naval college at Valparaiso, which has ninety cadets, and the dispatch and sailing vessels, need not be mentioned in detail. The personnel of the Chilean Navy consists of about 300 officers and about 1600 sub-officers and sailors.

Summing up the whole matter, the Prat is a really formidable vessel, but is the only one that need give us much concern. The Cochrane, the Esmeralda, Errazuriz and Pinto, with the torpedo fleet headed by the Lynch and Condell, would certainly have to be looked out for, but they would be quite overmatched by our vessels.

### UNCLE SAM'S NAVY.

**The Vessels That Can Immediately Be Brought to Bear Upon Chile.**

The force that can be immediately brought to bear on our side against Chile comprise our world-famed steel unarmored vessels of the protected cruiser type, mounting more than 100 high-power, breech-loading rifles of the 6-inch and 8-inch caliber. In fact, our only steel cruiser which has not been made available for this purpose is the smallest of them, the Petrel, which, with her four guns, has been sent off to China.

Beginning first with the vessels now in the Pacific, ready to be concentrated along the Chilean coast, we have the Baltimore of 4400 tons, carrying four 8-inch and six 6-inch guns; the Charleston, of 3730 tons, carrying two 8-inch and six 6-inch guns; the San Francisco, of 4083 tons, carrying twelve 6-inch guns; the Boston, of 3100 tons, carrying two 8-inch and six 6-inch guns; the Yorktown, of 1703 tons, carrying six 6-inch guns. All these vessels are well supplied with rapid-fire and machine guns in their secondary batteries, and all have good speed, the Charleston being classed as an 18-knot ship and the San Francisco and Baltimore as 19-knot ships.

Turning from these vessels on the Pacific station to Admiral Walker's squadron now at Montevideo, ready to proceed to Chile through the Strait of Magellan, we find it including the flag-ships Chicago, 4500 tons, with her splendid battery power of four 8-inch and eight 6-inch guns; the Atlanta of 3100 tons, with two 8-inch and six 6-inch guns; the Bennington of 1703 tons, with six 6-inch guns. All these are modern steel vessels, and we need not reckon the wooden craft on that station—the Essex, 1375 tons, and the Yantic, 900 tons.

The third squadron is that of Rear-Admiral Bancroft Gherardi, which is now stationed at the West Indies, ready also to be sent forward if needed. It includes the Philadelphia, 4324 tons, 19 knots speed, and twelve 6-inch rifles; the Newark, 4083 tons, and also carrying twelve 6-inch rifles, now fitting out at Norfolk to join the squadron; the Concord, 1703 tons, with six 6-inch guns. To this squadron also belongs the famous old wooden ship Kearsarge, which sent the Alabama to the bottom.

Besides these vessels we have on the Pacific Coast the important barbette-turret coast-defender Monterey of 4048 tons. She is the craft largely relied upon to tackle the Prat. She has less speed than the latter, being designed only for sixteen knots, but she carries a tremendous battery of two 12-inch and two 10-inch guns. The former propel an 850-pound projectile with a charge of 435 pounds of powder. They are carried in the forward turret, which is protected by steel plates fourteen inches thick, while the 10-inch guns will be in the after turret, protected by 11½-inch plates. The hull armor of this vessel is sixteen inches at the maximum, a long distance amidships, covering the engines and magazines. Forward and aft the thickness is decreased. It also tapers amidships from sixteen inches at the top down to six inches. This vessel can be made ready, it has been reported, within two months, and in fact she expects to be ready in ample season to meet the Prat should hostilities come.

On the Atlantic Coast we have the Miantonomoh, of 3990 tons, carrying in her turrets four 10-inch breech-loading rifles. She has a less effective armor protection than the Prat, her maximum plating being on the turrets, reaching 11½ inches. But something of an offset is furnished by her low freeboard. She is, first of all, intended for harbor defense, but if the Prat proceeds from France to Chile she may be found following in that direction. In her harbor-defense work she is to be aided by the sister turret monitors. Some of these are already getting ready for service, and it is probable that at least half a dozen of them, and perhaps more, will be fitted up. Supplied with some of the surplus Sixteen-inch guns they can do excellent service as harbor-defenders, being able with their light draught to go into waters where a heavy ironclad cannot follow them.

We should also by no means give the Chileans a monopoly of torpedo work, since the Vesuvius, the Cushing and the Alarm are being fitted up for that purpose, and the supply of Howell and Whitehead torpedoes hurried forward. Of our wooden vessels the Iroquois, Mohican and others could aid if necessary, and the steel Dolphin would take part as a dispatch vessel. Merchant vessels would also be fitted out, both as transports and as armed cruisers.

The upshot of the whole matter is that our navy would be abundantly able to take care of the Chileans, even with the services of the Prat conceded to them. Should a happy and peaceful settlement end the present trouble, as we must sincerely hope, our navy will nevertheless have had a most valuable experience in the art of getting ready in a hurry for possible hostilities.

### STRAIT OF MAGELLAN.

**The Passage Which in the Event of War Would Be Blockaded.**

In the event of war the Government of Chile will no doubt place a blockade in the Strait of Magellan in order to prevent United States vessels passing by that waterway from the Atlantic to the Pacific Ocean. As will be seen by a glance at the map published in this issue of THE CALL the strait is in the southern end of the territory claimed by Chile, and if there is a blockade the ships of the enemy will have to undertake the more dangerous trip of rounding Cape Horn.

The Strait of Magellan, which divides South America proper from the islands of Terra del Fuego, was discovered in 1520 by Magalhaens, the great Portuguese navigator, who was at that time in the service of Spain. It is about 300 miles long and is very difficult of navigation, is seldom traversed by sailing vessels, but is used by steamers, the difficulties to be overcome being offset by the gain in time. The tides in the strait reach an elevation of 50 feet, the highest point they attain on the Patagonian coast.

The vessels of the United States Navy that may be sent from the Atlantic to the Pacific are the Miantonomoh, the Newark, the Atlanta, the Chicago and the Bennington.

# RAIN AND SNOW.

## Crop Prospects Greatly Improved by Much-Needed Showers.

GILROY, Jan. 25.—A gale of wind commenced blowing this afternoon, concluding at sundown in a good rain, which looks as though it might continue through the night. Though not actually suffering, the visitation is one needed at present for crops, and particularly so for feed, which the cold winds of last week hurt considerably. All looks well now, and the granger is correspondingly happy.

SAN JOSE, Jan. 25.—There has been a strong south wind all day. Rain began at 2:30 o'clock, and it seems likely to continue.

FRESNO, Jan. 25.—The weather is cloudy and threatening.

RED BLUFF, Jan. 25.—It commenced raining at 4 o'clock to-day. The wind is south, and it bids fair to rain all night.

SISSON, Jan. 25.—As a result of the heavy winds the last few days it commenced snowing hard this afternoon with prospects of a big storm. The wind is south.

CORNING, Jan. 25.—Rain commenced this evening, with prospects of continuing all night. It is needed for winter wheat and tree planting.

STOCKTON, Jan. 25.—Rain commenced falling here at 8 o'clock this evening with prospects of an all-night storm. The farmers have had a promising season so far, and nearly every grain-field has been plowed.

SALINAS, Jan. 25.—After blowing a strong gale all day, it commenced raining this evening. The barometer is very low and there is every indication of a good soaking rain during the night, which is much needed in this section.

SACRAMENTO, Jan. 25.—It has been raining steadily here from early in the evening and at midnight it was still raining. While the country in this vicinity has not been suffering for rain, still the ground was becoming dry, and farmers are delighted that the rain has come again.

**The Pope in Poor Health.**

PARIS, Jan. 25.—Aside from a few optimistic dispatches it is very hard to get information concerning the health of the Pope. From a diplomatic communication received from foreign embassadors at the Vatican it appears that the Pope is sick with bronchitis, aggravated by influenza. His physicians say that his condition is serious, because he will not let himself be bled, does not go to bed on account of difficulty in breathing and passes the nights in an easy chair, a dangerous practice in view of the defective heating apparatus of the Vatican.

**The Germans in East Africa.**

LONDON, Jan. 25.—A dispatch to the Times from Berlin says disquieting rumors are in circulation regarding the situation of the Germans in East Africa. It is said serious disturbances have occurred along the coast. The Government refuses to make public any news, but it is known that military authorities are making preparations to forward reinforcements to East Africa. Private advices received in Berlin state the German position is severely shaken and the danger is spreading to the British colonies.

**Dan Burns Released.**

CITY OF MEXICO, Jan. 25.—Judge Delahos, who is conducting the preliminary examination of Daniel M. Burns, has decided that his court has no jurisdiction in the case, and it will be transferred to San Diemas, State of Durango. Mr. Burns has been placed under a bond of $50,000 to appear when wanted, Messrs. Esteban and Benecke going on the bond. Burns has been set at liberty.

**A Defalcation Discovered.**

VIENNA, Jan. 25.—The Secretary of a Vienna club of millionaires died recently. He was buried at the club's expense, with much ceremony and display of respect. Upon opening the club's safe on the return from the grave it was found that the deceased had been robbing the club for years, the amount of the defalcation being about 20,000 florins.

**Roumania's Queen Recovering.**

LONDON, Jan. 25.—The Queen of Roumania has regained her health far more rapidly than was ever anticipated. She is now able to take constant outdoor exercise and her complete recovery is confidently anticipated by her medical advisers at Palatinza.

**Drowned in a Reservoir.**

LONDON, Jan. 25.—The body of Mary Costello, a well-known music-hall singer, was found this morning in a reservoir at Stockport, about six miles southeast of Manchester. It is supposed she committed suicide.

BERTELING has the only reliable methods to fit defective sight. 427 Kearny street.

# DELIBERATE MURDER

## Sensational Tragedy on a Street in Memphis.

### One Young Woman Dead and Another Lodged in a Prison Cell.

### Miss Freda Ward's Throat Cut by a Former Friend—Victim and Slayer Both Prominent in Social Circles.

Special to THE MORNING CALL.

MEMPHIS (Tenn.), Jan. 25.—One of the most sensational tragedies which has occurred in this city for years was committed this afternoon. Both the victim and her slayer were prominent society young ladies, and the affair is the talk of the town tonight.

About 4 o'clock Miss Freda Ward of Gold Dust, Ark., and her sister were walking toward the Custom-house, when a buggy containing Miss Alice Mitchell and Lizzie Johnson drove up the walk, and as the former couple were opposite the buggy Miss Mitchell sprang out of the buggy grasped Miss Ward by the neck, drew a bright razor from the folds of her dress, and with it cut the throat of her victim.

Miss Ward sank to the pavement, and the murderess, jumping into the buggy, exclaimed, "Drive on; I've done it," and rapidly drove to her home. The sister of the murdered girl tried to hold the assailant and received a slight cut.

Miss Ward was carried to the infirmary, but expired just as the institution was reached.

Miss Mitchell was arrested at her home and conveyed to jail two hour after the affair.

While the cause of the killing is not positively apparent it is believed Miss Mitchell committed the crime, because she had heard allegations to the effect that Miss Ward, her former friend, had made remarks of a decidedly uncomplimentary nature regarding her.

The murderess is 19 years old and the daughter of the retired furniture-dealer, George Mitchell, and her victim is the daughter of John Ward, a wealthy merchant and planter of Gold Dust.

The Coroner's jury charges Miss Mitchell with premeditated murder.

### COAST INTERESTS.

**Leave of Absence Extended—Land Case Decided—Pensions Granted.**

WASHINGTON, Jan. 25.—The leave of absence granted to Second Lieutenant James A. Ryan, Tenth Cavalry, Department of Arizona, is extended one month.

In the case of Benjamin Rutledge vs. Simon Bainbridge, involving land in the Visalia district, the decision of the Commissioner is affirmed.

The California pensions granted to-day were: David Michener, Joshua K. Noble, Herman Hesse, James M. Gardner, Frank J. Miller, Gunder Salverson, John L. Woods, Elijah R. Merriman, John Ryan, Samuel B. Everett and George P. Clark.

### NEARLY KILLED.

**A Non-Union Conductor Taken From a Street-Car and Badly Beaten.**

PITTSBURG, Jan. 25.—A non-union conductor was taken from a street-car this afternoon by a mob of sympathizers with the strikers, carried to a hydrant and held under a stream of water for ten minutes, then kicked and beaten until nearly dead. Before the police arrived, the mob fled. A proclamation warning the strikers to refrain from violence has been posted by the Sheriff. The streets of Lower Allegheny to-night are filled with people, and trouble may occur at any moment. Several arrests were made to-day, among them two young women, one for interfering with the officers while making an arrest, and the other for stoning a car.

### THE WORLD'S FAIR.

**Approval of Sites for South American Government Buildings.**

CHICAGO, Jan. 25.—A site for the Chilean Government Building at the World's Fair was approved to-day. It is located on the main driveway. Sites for other Central and South American Governments were also approved. Canada has asked for 100,000 square feet of space, and New South Wales for 300,000. A site 150 by 600 feet was granted to-day for building to be devoted to the leather trade exhibit, provided the trade will defray the expenses of erecting the building. A dispatch from Rome announced the appointment of a special commissioner to represent Italy.

### A CHINAMAN'S BRIDE.

**Marriage of an Indianapolis Girl to a Rich Mongolian.**

CHICAGO, Jan. 25.—Pang Wun, a wealthy Chinaman of Indianapolis, and Ida Norton, also of that city, daughter of wealthy parents and a high-school graduate, were married in this city to-night. The bridegroom has the distinction of being the richest Chinaman between New York and San Francisco. The girl is handsome and only 19 years of age. The identity of the minister who performed the ceremony is kept secret.

**Successful Torpedo Test.**

BETHLEHEM (Pa.), Jan. 25.—An Associated Press correspondent here learns that the first of one hundred Whitehead torpedoes of domestic manufacture for the navy was tested at the works of E. W. Bliss & Co. Friday. It is 5 feet long, 17¾ inches in diameter, with a shell 31 of an inch thick. Having successfully withstood the test it was accepted by the Navy Department.

**Trouble Brewing in Hayti.**

NEW YORK, Jan. 25.—Captain Dorr of the steamer Prince William II, which arrived this morning from Hayti, states that he learned from private sources in Port-au-Prince that there was danger of serious trouble, and that it is liable to happen at any moment.

**Visible Supply of Grain.**

NEW YORK, Jan. 25.—The visible supply of grain on Saturday, January 23, as compared by the New York Produce Exchange, was as follows: Wheat, 43,717,000, decrease 373,000; corn, 7,249,013, decrease 484,000; oats, 3,647,000, increase 136,000; barley, 1,861,000, increase 69,000.

**Sympathized With Garza.**

NEW ORLEANS, Jan. 25.—A Picayune's San Antonio special says: It is learned that Hernandez, who has been sentenced to be shot by a Mexican military court of inquiry, was in sympathy with Garza, which is the reason of the sentence.

**Bank Closed.**

SHEPHERDSTOWN (W. Va.), Jan. 25.—The Jefferson Bank closed its doors to-day. The suspension is due to the failure of the Nicholson Bank of Baltimore. No statement is given.

### CONGRESS.

#### THE SENATE.

**The Reading of the President's Chilean Message Attentively Listened To.**

WASHINGTON, Jan. 26.—It was evident at the Senate end of the Capitol to-day that a large number of American citizens had come to the conclusion that they could "sniff the battle from afar." There was a very large attendance in the galleries when the Senate assembled. The routine business was proceeded with until the President's message was received. Ordinarily a Presidential communication attracts little attention, but it was different to-day. Twenty-five Democratic and twenty-six Republican Senators were in their seats when the reading commenced, and but one of them moved, that was Senator Thayer, who moved more to the front that he might hear more distinctly. Occasionally a Senator would be moved by a particularly strong point and would say a word or two of assent to his neighbor. When mention was made of the fact that one sailor had been dragged along the streets of Valparaiso with a lasso around his neck Senator Vest gave an involuntary utterance to a sound which was easily construed into an expression of sympathy for the sailor and a demonstration of an anti-Chilean nature. At the conclusion of the reading, on motion of Sherman, the message and the accompanying documents were ordered printed and referred to the Committee on Foreign Relations.

The committee's report confirming the title of Chilton of Texas to his seat was handed in by Hoar.

Turpie reported the resolution declaring Call of Florida entitled to his seat.

Mitchell offered a resolution requesting the President to forward to Congress the report, if any has been made, concerning the Pacific cable survey.

The calendar was then called.

Remarks in eulogy of the late Justice Bradley were made by McPherson and Hoar, and then, in token of respect to his memory, the Senate adjourned until to-morrow.

#### THE HOUSE.

**Bills Reported for California Rivers and Harbors.**

The House was largely attended to-day. The reading of the message of President Harrison was eagerly listened to and on completion was it referred to the Committee on Foreign Affairs.

By Caminetti—Providing for the following California river and harbor improvements, viz.: For completion of the existing project in the San Joaquin River, $136,750; for making a cutoff at Twenty-one-mile Slough, in the San Joaquin River, $65,000; for making two cutoffs in the San Joaquin River below Stockton Channel, $20,000; for snagging, dam-building, closing sloughs and making small cutoffs in upper San Joaquin, $400,000; for improvements necessary to maintain the channel of the San Joaquin at and above Rough and Ready Island, and making cutoffs therein where necessary, and constructing works so as to prevent the water from being diverted therefrom during low-water stages, $30,000; for permanent yearly appropriations for operating a snag boat in the San Joaquin River system, $25,000; for dredging Marmon Channel, $10,000.

By Bowers—Appropriating $5000 for a survey by the Board of Engineers and a project for the improvement of Wilmington Harbor.

The Committee on Indian Affairs reported favorably to the House Geary's bill to provide for the sale and disposition of the lands known as the "Klamath River Indian Reservation." They are declared open to settlement entry and purchase under the homestead and pre-emption laws, except such lands as are now occupied by Indian villages or settlements reserved for the Indians. Each person entitled under the United States laws may take up 160 acres by paying $1 25 per acre therefor, after the publication that such lands are open to settlement. The claimant has three months in which to file a declaratory statement or other application therefor. The heirs of any deceased settler shall succeed to the rights of such settler. The proceeds arising from the sale of these lands shall constitute a fund to be used under the direction of the Secretary of the Interior for the removal, maintenance and education of the Indians and their children now residing on said lands.

**A Desperado's Death.**

SAN BERNARDINO, Jan. 25.—Antonio Garcia, the desperado who was shot yesterday morning by Police Officer West, died last night of his wounds. An inquest was held this afternoon and the officer was completely exonerated. Garcia had a very bad record, being a gambler, horse-thief and all-round desperado, and the terror of the neighborhood in which he lived.

**Suit Against the Southern Pacific.**

MARYSVILLE, Jan. 25.—David Quadlin, the veteran stage driver, has commenced suit in the Superior Court against the Southern Pacific Railroad Company to recover $5150 for damages sustained by a collision of one of the company's engines and the Camptonville stage on January 23, 1891, while the plaintiff was driving the same.

**Alleged Self-Defense.**

GARFIELD, Jan. 25.—Frank Ellis was shot and instantly killed last night by Reuben Seaver. Seaver surrendered to the Sheriff and claims that he shot Ellis in self-defense.

**Legislation in Germany.**

BERLIN, Jan. 25.—The Reichstag has adopted a commercial treaty with Switzerland; also the proposition to settle disputes arising from the Zollverein by courts of arbitration.

**Russian Railway Accident.**

ST. PETERSBURG, Jan. 25.—In a collision between two freight-trains on the Riajsk-Morschansk Railway several employes were killed and a number of others injured.

**Fatal Quarrel.**

SEATTLE