

NEW FUEL FOUND.

The market opened steady and fairly active yesterday, and prices remained unchanged until the stock market opened at 10 o'clock.

Asphaltum the Principal Part of It.

At the close of the whole market showed improvement and continued strong the balance of the day. Trading picked up and the market had a better appearance at the close last evening than for some time.

PEAT IS ALSO UTILIZED.

A Splendid Substitute for Coal. It Is Claimed.

AND IT COSTS LESS THAN HALF.

A Proposition which May Lead to a Solution of the Fuel Question Here.

A proposition is now under consideration by several gentlemen in this city which, if it develops half the advantages claimed for it, will be of inestimable value to the State of California and promises to solve the question of cheap fuel successfully.

Richard H. Coe, a Boston gentleman of means who is at the Palace, is investigating the subject at present and said yesterday that he was convinced the proposition could be successfully carried out here.

In Mexico, particularly about the capital, fuel is very high and enterprising residents have been trying for years to make a fuel out of asphaltum which would prove a successful substitute for coal, but up to recently these experiments have proven of no avail.

It is claimed, however, that an American—James Althaus of Boston—has secured the desired result, and in the City of Mexico experiments were recently made.

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In brief, the fuel which that gentleman has devised consists of asphaltum and peat, mixed by a process which that gentleman named and from which a substance is obtained which possesses all the desirable characteristics of a high-class fuel.

Mr. Althaus has devoted many years of his life, Mr. Coe says, to investigations in this line, and all of which had in view the production of power from heat. He recently invented an engine only 18 inches long by 12 high which he claims to possess twenty horse-power, and he is a chemist far more than experimental knowledge.

Large quantities of both asphaltum and peat are found, and the former is obtained principally on the coast, and the cost of transportation to the interior will necessarily be high. Nevertheless, with regard to this drawback, it is claimed that this fuel, when mixed at a cost far below that of coal, while it will answer all the purposes of that article in every way. So well satisfied the gentleman named is of his discovery, that he has agreed to take 100,000 tons of peat for a term of years at a stipulated price, far below that of coal.

The interest attached to the proposition from a purely scientific point of view becomes evident when one thinks of the fact that the supply of asphaltum to be found near Santa Barbara and the equally large supplies of peat procurable in the vicinity of Lake Tahoe and other localities. It is said that a deposit of peat exists in the lake mentioned which ranges from fifteen to twenty feet in thickness and the cost of procuring it is but a trifle more than labor employed in gathering it. In fact, it is claimed, would not exceed \$1 per ton at the very outside figure.

It is claimed that the parties who own this fuel, and who are willing, if not anxious, to dispose of it, are in the present demand for that article, which is confined almost exclusively to the highest grade of the same, is not sufficiently sure to be the only use for which it should be. The only use for which it is present devoted is that of paving, and in many localities there exists a strong prejudice against its employment in this way, because of its supposed inadmissibility for use in streets where the travel is excessively heavy.

The cost of procuring asphaltum, it is said, will not exceed \$6 per ton, and for the purpose of making the best grade of the same, no other fuel is required, in fact, the present grade answers the purpose about as well as the best. The proportions of asphaltum and peat used in the preparation of this fuel, and the outside figures would place the cost of the prepared fuel at about \$7.50 a ton.

The experiments already made with this fuel, it is claimed, have raised the question that it produces twice the number of heat units that coal does. In the article in the City of Mexico this fact was demonstrated to the satisfaction of the scientific men present, and it is the most difficult that can be given, for as bronze is admittedly the most unwilling of substances to yield to the effects of heat. The trials showed that bronze could be melted with this fuel in half the time in which it ever had been melted before when the best fuel that could be imported was utilized.

"Now, I am not very well posted upon this kind of coal, but I learn upon inquiry that it ranges from \$7 up per ton, if the new fuel can be made and sold at half that figure, the benefit to the public is apparent."

There are several features about this fuel in which its superiority over coal becomes manifest. In the first place there are absolutely no cinders resulting from its use, but a very small quantity of ash is left behind. The same quantity of ash is left last fully as long as coal and there is but very little difference in its weight.

The fuel ignites quickly, something like gas in that respect, and would be of great utility for use by fire departments and in other ways where it is desired to secure steam in as little time as possible. It is also very clean, and can be handled without leaving any perceptible mark on the skin. It is quite brittle and therefore easily broken, and can be molded into any desired shape.

Experiments have been made with asphaltum for years by persons who recognized its value as a fuel, if it could be practically employed in that way, but the great difficulty heretofore has been that it would invariably run into the water for this reason, nothing could be done with it. This difficulty has now been successfully overcome, and I believe firmly that it will prove to be of vast benefit to the State.

There is an arrangement for experiments to be made with the California products in order to establish their exact value for the purpose mentioned.

A Story About Five Dollars.

H. Kemp came all the way from Arizona to be treated at the German Hospital in this city for epilepsy. On the day that he fell on the street in a fit and was taken to the lockup as being drunk. He put up \$5, but was immediately released, the facts coming to be known. When he applied for his \$5, however, it was found that it had already been turned over to the treasury and could not be returned.

Theodore Brown, Superintendent of the hospital, wrote to the Supervisors, saying: "It being shown that the collection was illegal, surely you will mean to keep it."

The translation of Potomac is "Place of the Burning Pines," an allusion to a grand council.

THE STOCK MARKET.

The market opened steady and fairly active yesterday, and prices remained unchanged until the stock market opened at 10 o'clock.

At the close of the whole market showed improvement and continued strong the balance of the day. Trading picked up and the market had a better appearance at the close last evening than for some time.

Nothing of any importance was received from the coast, but the market was better in the city, reports a most favorable condition of affairs on the coast.

Following were the sales in the San Francisco Stock Board yesterday:

Following were the sales in the Pacific Stock Board yesterday:

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HOTEL ARRIVALS.

INTERNATIONAL HOTEL. J. A. Teals & Co., San Francisco, 1001 Broadway.

Palace Hotel. E. Stevens, Boston, 1001 Broadway.

STOCKS IN LONDON.

NEW YORK STOCKS. Money on call easy at 1/2%.

BONDS, EXCHANGE, MONEY AND RAILROAD SHARES.

MARKET REPORTS. WEDNESDAY EVENING, DEC. 12.

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AUCTION SALES.

BUTTERFIELD AUCTION COMPANY. WILL SELL THIS DAY.

GRAND \$3500 GROCERY AND LIQUOR AUCTION.

OCEAN STEAMSHIPS. PANAMA STEAMSHIP LINE.

PACIFIC COAST STEAMSHIP CO. DISPATCH STEAMERS FROM SAN FRANCISCO.

FOR PORTLAND & ASTORIA, OREGON. THE OREGON BY & NAVY CO.

OCEANIC STEAMSHIP COMPANY. Coalgardie gold fields.

RAILROAD TRAVEL. SAN FRANCISCO & NORTH-PACIFIC COAST RAILWAY CO.

INTERNATIONAL NAVIGATION CO.'S LINES. AMERICAN LINE.

GUNARD LINE. NORTH GERMAN LLOYD S. S. CO.

ROYAL MAIL STEAM PACKET CO. ATLANTIC AND PACIFIC RAILROAD.

CONRAD! CONRAD! CONRAD! CONRAD!

CONRAD! CONRAD! CONRAD! CONRAD!