THREW FOAM AND SPRAY AHEAD.

First Real Trial of the Great Battle Ship Oregon.

MADE TWELVE KNOTS.

With Her Engines at Half Power She Exceeded All Expectations.

PREPARING FOR THE RACE

Her Engines Worked Perfectly and the Ship Will Win Golden

Just as the gray dawn of yesterday crept over the hills back of Oakland, the windlass of the Oregon creaked and rat-tled as the big battle-ship was brought to her anchor. She was to start trainingtraining for a run against time-and her engines had to be loosened up and her boilers well heated before the time of tria! The floating fortress must be trained for her run as carefully as a record-breaker

trains for a race. Her valves have to be set so as to give most advantageous service, the bearings have to be turned to wear smooth and true, her pipes and boilers must be blown out clear of all obstructions, and her plates must be free from barnacles and seagrass. When she

from barnacles and seagrass. When she was on the dock some days ago, she was cleaned and painted—now she is trimming her engines to do the most work with the steam supplied from the boilers.

Leaving her anchorage, the Oregon steamed up the bay until off Hunters Point, and then she was "swung" to rectify her compasses. These being satusfactorily adjusted, she headed for Red Rock, On her decks were Henry T. Scott. Point, and then she was "swung" to rectify her compasses. These being satisfactorily adjusted, she headed for Red Rock.
On her decks were Henry T. Scott, president of the works; Admiral Beardslee, who will be president of the official trial board; Lieutenant Stoney, United States Navy; Chief Engineer Wilson, United States Navy; Lieutenant A. F. Fechteler, United States Navy; Lieutenant A. F. Fechteler, United States Navy; Nelson E. Whitaker of the Whitaker Iron Works of Wbeeling, W. Va.; H. C. Mechling of New York, William R. Eckart, consulting engineer of the Union Iron Works; Robert Forsythe, who was in charge of the engines and ship generally; Captain C. M. Goodall, who was captain and pilot; Dr. Joseph Soper, W. H. Harris of the Hongkong and Shanghai Bank, Robert P. Foreman, John F. Merrill, Lieutenant Thomas F. Rulin, naval constructor, and several others.

As she passed up the bay, ships that before seemed large dwindled almost into insignificance beside her ponderous bulk. It is not that the Oregon is large in dimensions, although she is ample in beam, length and draft, but in every curve and line from the truck of her military mast down past her frowning guns and armored turrets to her keel strength and power speak as plainly as the roar of her siren. As she stands to-day she weighs 9600 tons; when she makes her record she will be over 10,000 tons; she is 348 feet long, 69 feet 5¾ inches beam, and she draws 24 feet of water aft and about 23 feet forward. She will get \$50,000 for every quarter knot she will make over fifteen knots.

As she plowed up the bay on her way to Red Rock steamers saluted her on every side. She was not running fast, the engines will be gradually worked up to the supreme test, but even at half speed evidences of her motion disturbed the water on every side. She was not running fast, the engines will be gradually worked up to the supreme test, but even at half speed evidences of her motion disturbed the water on every side.

on, and throwing it ahead of her churned Just above where her keen cutwater divides the waves the flat end of a torpedo tube threw the lifted water out into a great fan, and it gave her whole stern the appearance of being buried in a bank of snow. Along her sides the bow-wave was thrown out again in a second line of white, and behind her she left a wake of swirls and eddies bubbling up from the thrust of

her powerful screws.

Twelve knots and over was her best rate yesterday, but she did this at "half speed" and with an ease which augurs well for her run for wealth and fame.

This does not mean that at full speed the chargen will cover twenty-four knots in an' Oregon will cover twenty-four knots in an' hour, but it does mean that sixteen knots, one knot over the extreme speed she is expected to make, is within her grasp.

Far down in the bowels of the ship, however, where the engines throbbed and beat, and where forty firemen peered into as many raging furnaces, was where the real work and worry and watchfulness were concentrated.

Like the strokes of a pendulum the con-necting rods threw down and up, over and back, the heavy castings on the screw shafts. Wherever one piece of steel rubbed

shafts. Wherever one piece of steel rubbed on another there was a man with an oilcan, and spraying down on the main crank bearings were jets of cold water. As the cranks spun around drops, like rain, were thrown around the engine-room.

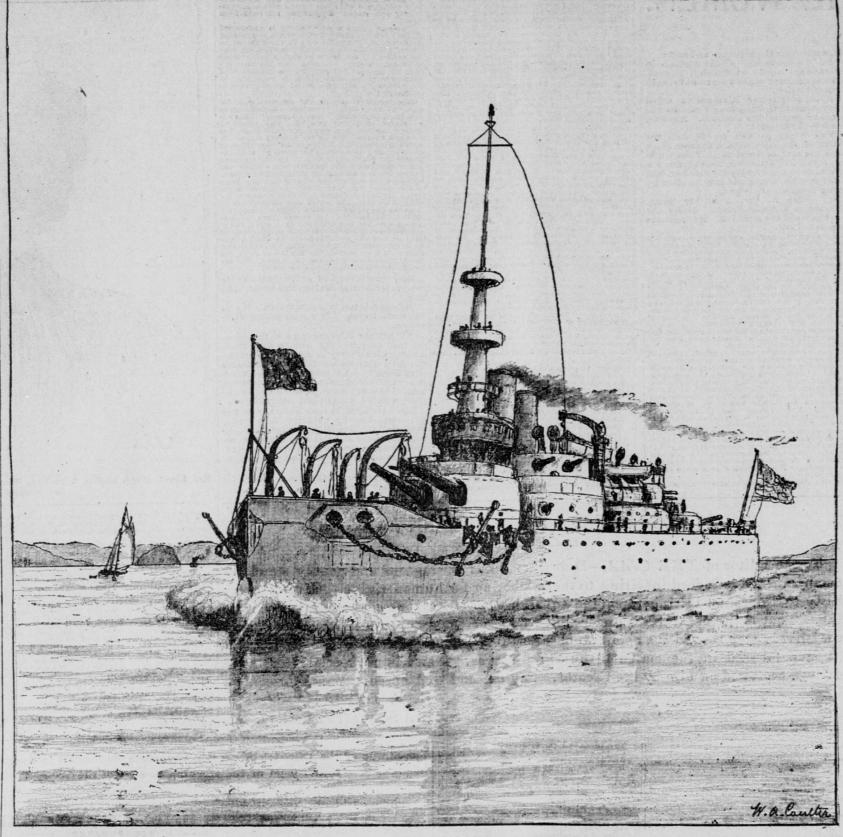
Without a sound almost the main engines swung up and down, with only the hiss and groan of the steam, like the heavy breathing of a toiling laborer, to tell of the power they wielded. They were making 110 revolutions a minute, with 165 pounds pressure and 8500 horse-power represented the thrust of their right arms. They can do more—much more—if arms. They can do more—much more—if only Forsythe would open wide the valve that stops the flow from the boilers; but down in Santa Barbara Channel the chance will come, and there is 'no expert who has seen the ryhthmic beat of that living steel but says that they will nobly avail themselves of it.

But the engine-room was not silent, for the cogwheels of a condenser jarred and clettered so lond as to make conversation

clattered so loud as to make conversation difficult. The condenser is of Government pattern. The builders wished to put in one of local design, which at least had the virtue of silence, but the Government insisted, and so the engine-room that would atherwise be silent is made to resound.

otherwise be silent is made to resound. Forward of the engine-rooms nearly fifty furnaces, each with a man attending it, hissed and crackled and consumed coa at a rate almost inconceivable. There was just a good draft on-not the real forced draft which shrieks down into the firerooms from the blowers with the force of a gale at sea, but just enough, the firemen said, to "keep her going." It was not hot—that is, for a fireroom. Not much over a hundred was all a tnermometer ferce heat of the furnaces and the flames that leaped and played around firedoors whenever they were opened gave a suggestion of the temperature within and made it seem hot, anyway. The firerooms will be hotter under forced draft, but they are not expected to go above 120. To a are not expected to go above 120. To a marine fireman, it seems, this is but like a warm day in summer. Charles Miner Goodall was in command

Charles Miner Goodall was in command of the Oregon as she picked her way up and down the roadstead. The importance of his position may be imagined when it is known that often there was no more than four or five feet under the vessel's keel. It is not often that a ship of twenty-four feet draft is sent up and down the bay on a trial trip. The course was be-



THE OREGON AS SHE WAS MAKING OVER TWELVE KNOTS AN HOUR ON HER PRELIMINARY TRIAL IN THE BAY

tween Red Rock in the Narrows to off Hunter's Point, and Captain Goodall kept the deepest water, but often when down at the southern end of the course, big clouds of mud would come to the surface, and stretch behind the ship in turbulent red-brown wake. The bottom is too near the surface in San Francisco Bay to give a boat like the Oregon a fair trial. She wants green water with miles upon miles in every direction, and the mud fathoms deep under her keel.

She is quick to her helm, once the rudder takes hold, but she needs a careful hand at the wheel. Down by the drydock at Hunters Point she turned in less than 200 yards. A line drawn from her course

As she plowed up the bay on her way to Red Rock steamers saluted her on every side. She was not running fast, the engines will be gradually worked up to the supreme test, but even at half speed evidences of her motion disturbed the water on every side. Curling away from her bows a seething foaming wave reached for a hundred feet on either side. Her heavy lines forward seemed to pick up the water as she went on, and throwing it ahead of her churned

shows that she needs it. As the battleship is now she needs but her secondary battery and her stores and ammunition to make her ready for sea. It is almost impossible to describe her appearance, except to say she is the personification of force and power. She passed the Comanche, the little old monitor lying off Folsom-street wharf, every time she came to the southern end of her run, and her pest description lies in a comparison between the oxiginal turnet ship of 163 and as the wind was fair Captain Challeston as the wind was fair Captain Challeston. between the original turret ship of 63 and the latest addition to the United States the latest addition to the United States navy. The Comanche is not over 200 feet long. She has one soft iron turret, two guns of obsolete pattern, and under water she is like a tank—all open and every section connected with the other. She has a single screw and a single engine, and she looks like a board upon the water. The Oregon has six turrets, all of the hardest steel. She has sixteen big guns and over thirty small ones. She has two screws and two engines, and each engine is compounded to thrice its old time screws and two engines, and each engine is compounded to thrice its old-time power. She looks like a destroying angel. Frowning high over her superstructure is her single mast and her two yellow smokestacks. Then comes her bridge, then her superstructure deck, then her main or gun deck. Below that is her berth deck, then her orlop or protective deck, then the "upper platform," then the lower platform, and then below the double bottom is

the keel. She slopes from her smoke-stacks down to stem and stern, her thir-teen-inch turrets easing the line down to her low decks fore and aft. She has twelve her low decks fore and aft. She has twelve feet of free board, but the waves may beat over her if they will, for she moves forward as if nothing on earth could stop her. At her beak is a ram, in her nose is the mouth of a torpedo-tube; peering from all sides are her guns, and walled around her are plates of steel so hard and thick that no shot made by man or propelled by powder can reach her vitals. She is divided into over 200 water-tight compartments, and it needs ner vitals. She is divided into over 200 water-tight compartments, and it needs but the closing of a door to rob the deadly torpedo of much of its terror. She cost \$3,000,000 for hull alone; as she floats she is worth \$5,000,000. Her builders expect her to drive the foam and spray ahead of her at over sixteen knots an hour and her at over sixteen knots an when she shows her teeth in the name of the tricolor at her stern there is nothing afloat she need be afraid of.

PASSED COUNTERFEIT MONEY.

Isaac Hannah Is Convicted in the United States District Court. Issac B. Hannah of Salinas, Monterey

County, was convicted in the United States District Court yesterday of raising a \$2 silver certificate to \$5 and passing the same on Quo ong Chong, a Chinese laundryman of Salinas. Hannah was also convicted on three other counts of having altered currency in his possession.
Sheriff Mathews and Deputy Sheriff Nes-

Sheriff Mathews and Deputy Sheriff Nes-bit of Monterey County swore to the arrest of Hannah of the latter's acknowledgment that he had passed the raised bill on Quong Chong. They also identified three other raised bills found in the prisoner's possession. The jury returned a verdict of guilty without leaving their seats. Sen-tence will be passed Saturday.

ALONG THE WATER FRONT

Narrow Escape of the Barkentine C. C. Funk Near Mile Rock.

The Homer Will Be Replaced on the Coos Bay Run by the Fast Steamer Czarina.

with the strain as she is brought to her course. Her steering-gear is the heaviest ever made, but a glance at the vessel narrow escape last Saturday night. The captain refused a tow when it was offered him by the tug Vigilant because he considered \$75 more than the regular

> as the wind was fair Captain Challeston determined to sail in. Captain Randall of the tug Vigilant spoke to him and offered to tow the barkentine in for \$75. Captain Challeston offered \$50 and Randall refused. Soon thereafter the wind fell light and the sugar boat began to drift down on Mile Rock. Rockets were fired, the anchors let go and preparations made to abandon the vessel. The anchors only held for a few hours and when the full force of the ebb tide struck the barkentine she began to drift again.

> More rockets were sent up, out there was no response from the life-saving station. Just as the crew was preparing to leave the vessel the Vigilant once more hove in sight, and Captain Challeston was only too glad to pay \$175 for a tow to a safe anchor-

age.
In talking about his narrow escape Cap-In talking about his narrow escape Captain Challeston said: "We arrived off port Tuesday night, and about 8:30 p. m. we were so close to Mile Rock that I had to let go both anchors. There was a strong ebb tide and no wind to speak of, and recognizing that we were in a dangerous position I sent up some rockets. The life-saving station took no notice, and we might all have gone to the bottom for all the life-savers cared. We had the boats provisioned and over the side, expecting every minute to have to take to them. Luckily, at the moment of our greatest perik the Vigilant hove in sight and pulled us off."

The Funk put in here in distress on February 6 last. She was on her way from Puget Sound to Honelulu with a load of Puget Sound to Honolulu with a load of coal and was caught in a southeaster. She sprang a leak and nearly foundered. After repairing she proceeded on her way. At Kahului she was towed to sea by the steamer Claudine and there was more trouble. The towing line parted and the recoil struck Mate Holmes and Seaman Bob Robinson. Holmes was laid up for a week and Robinson had both his legs broken. Captain Challeston is beginning to think there is a hoodoo on the barken. to think there is a hoodoo on the barken

to think there is a hoodoo on the barkentine.

The work of raising the Blairmore is progressing. Nearly all the standing rigging has been cut away and yesterday the lighter Catalina was taken out to receive the debris. The maste will next be removed and placed on the lighter and then the real work will begin.

It will be very difficult to get the hull on an even keel, but when that is accomplished Captain Whitelaw does not expect a very hard task in raising the vessel. Japtain Burns, who represents the English underwriters, is on the scene every day, and is well satisfied with the progress being made.

Harbor Commissioners Cole and Chad-

Quong Chong. They also identified three other raised bills found in the prisoner's possession. The jury returned a verdict of guilty without leaving their seats. Sentence will be passed Saturday.

A Three-Legged Hen in Town.

Compagno & Co., Clay-street Market, have on exhibition a three-legged hen which arrived from the firm's ranch at San Jose among a lot of poultry. The third leg is an excrescence from the thigh of one of the others, and has a well-developed knee joint and a single claw.

being made.

Harbor Commissioners Cole and Chadbourne are expected here from Sacramento this morning, so the usual weekly meeting of the board will be held this afternoon. In regard to the making of I beams for the new iterry building by the Carnegies, about which so much has been written, President Colnon said in substance yesterday: "There is no mill on the Pacific Coast that can turn out a 20-inch steel I beam, and, to the best of my knowledge, there are only two in the United States equal to

the task. While lighter beams could have been made here, the weight and price would have been 90 per cent greater.

"The whole matter was fully discussed, and the representatives of the rolling-mills had several consultations with us. The only feasible plan submitted by them was that of intermediate columns, but owing to the extra weight our engineer did not think it practicable. Now you have all there is to the matter."

The steamer Homer, which has been carrying Beaver Hill coal for some time past. is going into retirement. The Czarina, purchased in Pensacola by J. D. Spreckels, is expected here in a day or so, and she will at once go on the run. Captain Drisko, Mate G. W. Seaman, First Assistant Engineer Charles Blum and Purser F. M. Bucklin of the Homer will go overto the Czarina, much to the delight of the traveling public.

Henry Miller, the boatman, thinks his boat is a hoodoo, and he is willing to sell her for a song. About a year ago he saw three Chinese in a whitehall drifting toward Goat Island in a southeaster. He went to their assistance, but only saved the overturned boat. He had the whitehall fixed up and went into business. During his first trip he got into troule with a suntage was the sire trip he got into troule with a suntage of the court of the production of the court of the captain and the went to their assistance, but only saved the overturned boat. He had the whitehall fixed up and went into business. During his first trip he got into troule with a suntage of the court of the court of the court of the captain of the court of the captain of the court of the court of the captain of the cap

hall fixed up and went into business. During his first trip he got into trouble with a sailor and was shot through the hand. Next he was capsized off Pacific-street wharf, and yesterday the wash from the battle-ship Oregon turned his boat over again and Miller drifted around for over helf an hour helgre he was nighted up. half an hour before he was picked up. He has about come to the conclusion that the spirits of those three departed Chinese are

SUFFERS FROM APHASIA.

still pursuing the boat.

A Young Man Who Appears Not to Know His Own

His Peculiar Case Is Puzzling the Physicians at the Receiving Hospital.

The physicians at the Receiving Hospital are puzzled over the case of a young man, and he is being kept there for "observa-

tion," as it is expressed on the register.

Early yesterday morning Policeman Early yesterday morning Policeman Jerry Dinan was attracted by the peculiar actions of a well-dressed young man on Bush street. He seemed to be under the influence of liquor, and Dinan accosted him, asking his name. He got no reply, and further questions met with the same stubborn silence.

Dinan rang for the patrol wagon, and the you ig man was taken to the California-street station. There he also refused to answer any questions, and was booked as

answer any questions, and was booked as "John Doe."

Yesterday morning he was taken to the City Prison. There he also refused to answer any questions. When asked his name he looked in the desk sergeant's face with a broad grin. And so it was with other questions.

About 10 o'clock he began to talk to himself, and another attempt was made to learn his name. He stopped talking and looked blankly at Sergeant Lindheimer, who several times asked him his name without eliciting a reply. It was decided to send him to the hospital, as the prison officials were afraid that something had happened to turn his brain.

"I think the young man," said Dr. Bunnell yesterday, "is suffering from a form of aphasia, which in plain language means a loss of memory. He can speak all right, but he does not seem to remember anything. It is a peculiar case.. No, I don't think he is simply stubborn, or that he is suffering from delirium tremens. The latter supposition may prove the correct one, but that will soon be developed."

There were no papers in the young man's pockets which might lead to his identification. In fact, his pockets were empty, and the police think it probable that he had been drugged and robbed and is still suffering from the effects of the drug.

He is in a padded cell in the hospital

drug.

He is in a padded cell in the hospital and keeps continually mumbling to himself. Unless there is a change in his condition this morning he will likely be taken before the Insanity Commissioners.

Only Five Inches Long and Rides Inside Mr. Mc-Lure's Vest.

Is a Great Traveler and Has Been All Over the World-A Fighter From Away Back.

Guatemala, is among the arrivals at the Grand. Mr. McLure has a strange traveling companion, in a miniature canine, only about five inches long, which occupies a coign of vantage next to his shirt,

bids defiance to enemies of whatever sort. His bark has scarcely more volume than the notes of a canary, though it is, as may be supposed, pitched in a different key.

Many a huge mastiff has had his curiosity aroused by the defiant challenges huried at him from some unknown quarter by the Lilliputian canine.

Mr. McLure secured the prodigy in an obscure town in Alabama. It is of a lightish dun or somewhat yellowish color, and the hair is as fine and soft as that on a mole. The little fellow is perfectly formed in every way. The eyes are bright and saucy and the teeth are as white as ivory.

Mr. McLure has been offered plenty of money for the canine, but no money can

money for the canine, but no money can get it of him, for in the long years that he has traveled he has become attached to the midget and the latter to him. It would be like trying to buy a child of a

would think a Norway rat in a free fight would throttle him to death. This is the opinion that numerous persons have entertained of his prowess. However, in a real battle the dog is said to spread terror to beasts much larger than himself.

"This little fellow has been over a good part of the world with me," said Mr. McLure, "and he knows as much about me as any man alive—knows all my whims, when I am sad and glad, and governs himself accordingly.

when I am sad and glad, and governs himself accordingly.

"It is needless for me to say I wouldn't
sell him. I have been offered large sums
at different times, but none of them were
any temptation. It is too valuable a dog
for me to sell. After all, there are things
you don't want to part with for money, no
matter how much you get."

Mr. McLure was here about a year ago
and had the dog along then. The gentieman will be here a few days, and will then
proceed to his home in Alabama. He
travels for a large picture-house in which
he is interested.

A NEW PAPER.

The News Publishing Company, designed to publish and print the News, filed articles of incorporation yesterday.

As stated in its prospectus the News is to be a paper for the masses and furnishing the truth about all things to its readers. It has a capital stock of \$35,000, part of which is subscribed by F. S. Barney, J. T. Cochell, J. M. Maxwell, C. R. Moore, W. F. Overstreet, J. K. Phillips and E. W. Thurman.

Held to Answer. The preliminary examination of James Philips, the horse-trainer, charged with adminis-

Children Cry for Pitcher's Castoria.

J. Y. McLure of Troy, Ala., who has been on a visit to Cuba, Venezuela and

on the inside of his vest.

In this position, with his head thrust over the top of the vest, the small dog bids defiance to enemies of whatever sort.

parent.

The dog has plenty of pluck, but, despite the air of bravado which he assumes from time to time, he is so little that any one would think a Norway rat in a free fight.

The "News" to Be Started by Local The News Publishing Company, de-

tering poison to the racing mare Gracie S, at the Bay District track, was concluded before Judge Campbell yesterday afternoon. The Judge, after reviewing the evidence, held the defendant to answer before the Superior Court in \$3000 bonds.

NEW TO-DAY-DRY GOODS. GIGANTIC SPECIAL PURCHASE!

5000 PIECES

New and Stylish Dress Goods!

THIS WEEK we place on sale a gigantic special purchase of COLORED DRESS GOODS, consisting of FIVE THOUSAND PIECES of the NEW SEASON'S CHOICEST STYLES AND NOVELTIES which, owing to the advancing season, we secured AT A PRODIG-IOUS DISCOUNT for spot cash, and in turn offer our customers at prices that make them

The Most Astounding Pargains of the Season!

At 15 Cents.

105 pieces 40-INCH CHANGEABLE FIGURED MOHAIRS, regular price 25c, will be offered at 15c a yard.

At 20 Cents.

150 pieces 36-INCH ALL-WOOL FANCY PLAID BOURETTES, regular price 40c, will be offered at 20c, a yard.

134 pieces 37-INCH ALL-WOOL NOVELTY STRIPED SUITING, regular price 40c, will be offered at 20c a yard. 164 pieces 36-INCH ENGLISH MIXED TWEED SUITING, regular price 50c, will be offered at 25c a yard.

At 25 Cents.
98 pieces 37-INCH ALL-WOOL NOVELTY PLAIDS, regular price 50c, will be offered

79 pieces 52-INCH PINHEAD CHECKS, regular price 50c, will be offered at 35c a

63 pieces 50-INCH SCOTCH CHEVIOT SUITING, in plaids and mixed effects, regular price \$1, will be offered at 40c a yard. At 50 Cents.

113 pieces 54-INCH FINE ALL-WOOL FRENCH SURAH SERGE, plain colorings, regular price \$1, will be offered at 50c a yard.

69 pieces 38-INCH ALL-WOOL STRIPED SUITING, regular price 75c, will be offered at 50c a yard.

At 50 Cents.
83 pieces 46-INCH SUPERIOR ALL-WOOL FRENCH NOVELTY CHECKS, regular

59 pieces 48-INCH ALL-WOOL NOVELTY DRESS GOODS, in brocatelle effects, regular price \$1 25, will be offered at 75c a yard.

91 pieces 52-INCH ALL-WOOL NAVY STORM SERGE, regular price 50c, will be offered at 25c a yard. At 50 Cents.

64 pieces 45-INCH HEAVY ALL-WOOL ENGLISH DIAGONAL NAVAL STORM SERGE, regular price 75c, will be offered at 50c a yard.

71 pieces 42-INCH HEAVY ALL-WOOL DIAGONAL NAVY STORM SERGE, regular price \$1, will be offered at 60c a yard.

ATT OUR NEW SPRING CATALOGUE is now ready for distribution to our COUNTRY PATRONS ONLY, to whom it will be mailed free on receipt of address.



Aligh Flyer



The largest piece of GOOD tobacco ever sold for 10 cents



Weak Men and Women SHOULD USE DAMIANA BITTERS, THE S great Mexican Remedy; gives Health and Strength to the Sexual Organs.