

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 Premiums.

Just as the gray dawn of yesterday crept over the hills back of Oakland, the windlass of the Oregon creaked and rattled as the big battle-ship was brought to her anchor.

The floating fortress must be trained for her run as carefully as a record-breaker train 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 seaweeds.

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; Nelson E. Whitaker of the Whitaker Iron Works of Wheeling, 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. Goddall, 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. Rullin, 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 run she will be over 10,000 tons; she is 348 feet long, 69 feet 5 1/2 inches beam, and she draws 24 feet of water at and about 23 feet forward.

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 were gradually increasing their speed, and she was even at half speed evidence of her motion disturbed the water on every side.

Curled 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 it again and again into a wall of white. Just above where her keel cutwater divided 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 spray, and behind her she left a wake of swirls and eddies bubbling up from the thrust of her powerful screws.

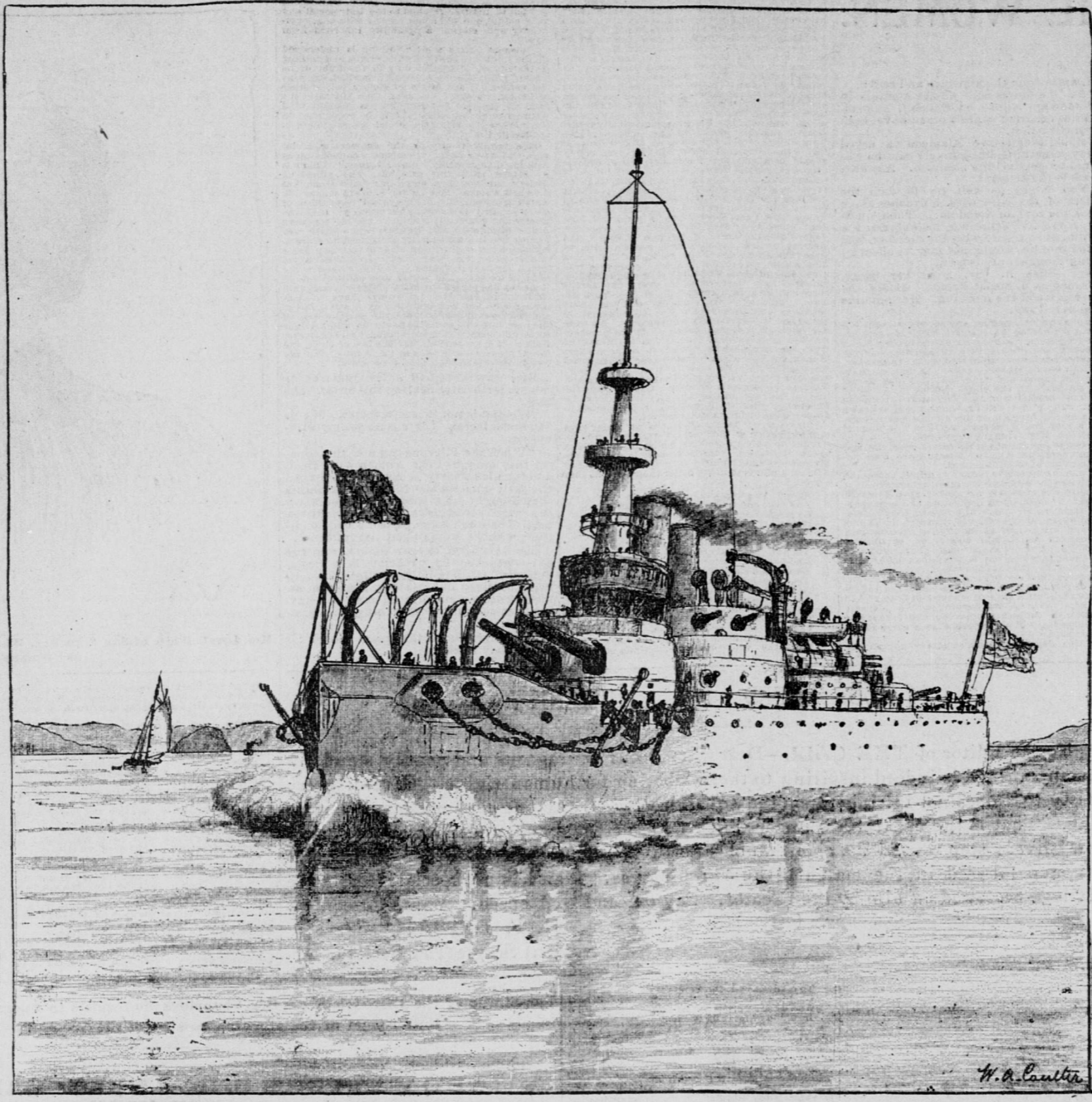
Twelve knots and over was her best rate yesterday, but she did this at "half speed" and with an ease which augurs well for her run for wealth and fame. This does not mean that at full speed the Oregon will cover twenty-four knots in an hour, but it does mean that sixteen knots, one knot over the extreme 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 work was done and worry and watchfulness were concentrated.

Like the strokes of a pendulum the connecting rods threw down and up, over and back, the heavy castings on the screw shafts. Wherever one piece of steel rubbed on another there was a man with an oil-can, 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.

But the engine-room was not silent, for the cogwheels of a condenser jarred and 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 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 coal at a rate almost inconceivable. There was just a good draft on—not the real forced draft which shrieks down into the fire-rooms 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 fire-rooms. Not much over a hundred was all a thermometer could show, but the proximity to the fierce heat of the furnaces and the flames that leaped and played around fire-rooms whenever they were opened gave a suggestion of the temperature within and made it seem hot, anyway. The fire-rooms will be hotter under forced draft, but they are not expected to go above 120. To a marine fireman, it seems, this is but like a warm day in summer.



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

ALONG THE WATER FRONT

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

SAVED BY THE TUG VIGILANT.

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

The barkentine C. C. Funk had another 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 charge. Four hours later he was only too glad to pay a great deal more in order to get out of his dangerous predicament.

The Funk was bound in from Kahului, H. I., with a cargo of sugar. She had made a fair passage of twenty days and 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, but 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 anchorage.

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 peril, the Vigilant hove in sight and pulled us off."

PASSED COUNTERFEIT MONEY.

Isaac Hannah Is Convicted in the United States District Court.

Isaac 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 Quong 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 Nesbit 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. Sentence will be passed Saturday.

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QUEER MIDGET CANINE.

Only Five Inches Long and Rides Inside Mr. McLure's Vest.

BIDS DEFIANCE TO ENEMIES.

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

J. Y. McLure of Troy, Ala., who has been on a visit to Cuba, Venezuela and 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 cogen of vantage next to his shirt, 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. 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 hurled 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 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 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 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—has become attached to me when I am sad and glad, and governs himself accordingly."

A NEW PAPER.

The "News" to Be Started by Local People.

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. Mable, W. F. Overstreet, J. K. Phillips and E. W. Thurman.

Held to Answer.

The preliminary examination of James Phillips, the horse-trainer, charged with administering 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 OF 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 PRODIGIOUS DISCOUNT for spot cash, and in turn offer our customers at prices that make them

The Most Astounding Bargains 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.
At 20 Cents. 134 pieces 37-INCH ALL-WOOL NOVELTY STRIPED SUITING, regular price 40c, will be offered at 20c a yard.
At 25 Cents. 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 at 25c a yard.
At 35 Cents. 79 pieces 52-INCH PINHEAD CHECKS, regular price 50c, will be offered at 35c a yard.
At 40 Cents. 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.
At 50 Cents. 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 price \$1, will be offered at 50c a yard.
At 75 Cents. 59 pieces 48-INCH ALL-WOOL NOVELTY DRESS GOODS, in brocette effects, regular price \$1 25, will be offered at 75c a yard.
At 25 Cents. 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.
At 60 Cents. 71 pieces 42-INCH HEAVY ALL-WOOL DIAGONAL NAVY STORM SERGE, regular price \$1, will be offered at 60c a yard.

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.

Advertisement for J. J. O'Brien & Co. featuring a dog named 'A High Flyer' and 'Murphy Building'.

Advertisement for 'A High Flyer' dog, describing its characteristics and the owner's experience.

Large advertisement for 'Battle-Ax' tobacco, featuring a man with a large pipe and the slogan 'The largest piece of GOOD tobacco ever sold for 10 cents'.

Compagnie & 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 bird is an excrescence from the thigh of one of the others, and has a well-developed knee joint and a single claw.

Children Cry for Pitcher's Castoria.

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DEWEY & CO. PATENTS 220 MARKET ST. S.F.

Weak Men and Women SHOULD USE DAMIANA BITTERS, THE GREAT MEXICAN REMEDY, gives Health and Strength to the Sexual Organs.