LOGAN ARRIVES WITH SOLDIERS

Fifteen Hundred Volunteers Return From the Philippines.

Three Rousing Cheers Are Given by the Men as the Vessel Comes to Anchor Off Black Point.

Three ringing cheers went up from 1500 soldiers on the United States transport Logan, twenty-eight days from Manila, when that vessel cast anchor off Black Point yesterday. The men comprise all that is left of the Thirty-third and Thirty-fourth Infantry and after a year of the hardest kind of campaigning in the Philippines they are more than glad to get home. The Thirty-third Infantry left San Francisco about 1300 strong and it comes back with only 760 names on the muster roll. The Thirty-fourth also went out 1300 strong and 801 of them came home on the Logan. From a hundred to one hundred and fifty men of each regiment were discharged in Manila; the remainder succumbed to disease and Filipino bullets.

The officers and civilians who came home in the Logan's cabin were:

Major General S. B. M. Young, First Lieutenant H. P. Howard, First Lieutenant W. R. Smedberg, Fourth Cavalry; First Lieutenant Hugh Williams, General J. S. Catlin, Major William P. Rogers, Major George R. Arthur, Major John T. Knight, Lieutenant R. R. Stogsdale and Mrs. Stogsdale and child, Second Lieutenant W. B. Scales, Second Lieutenant C. J. Wunbeemer, Drs. A. M. Garrett and F. H. Mohart, E. J. Davis, Mrs. D. H. Holly and daughter, William Lawrence, E. B. Lawrence, W. Sine, A. M. Drave, Miss May Cleland, Miss Stella C. Smith and Miss Rose L. Bowles, Mrs. M. D. Cronin.

Officers of the Thirty-fourth Infantry—Lieutenant Colonel R. L. Houze, Major W. A. Shunk, Major J. E. Shellenberger, Dr. H. B. Wilkenson, Captains C. A. Green, C. M. Carr, W. E. Dane, C. J. Rollis, F. L. French, H. C. Barns and F. A. Sullivan, First Lieutenants S. M. Decker, J. L. Deitrick, W. G. Heaton, J. Matson, Second Lieutenants J. R. Ruff, D. S. Verdi, T. J. Shaw, A. G. Duncan, B. N. Rittenhouse.

Officers of the Thirty-third Infantry—Colonel M. D. Cronin, Captains F. Hadra, J. S. Butler, H. L. Jenkinson, Edward Davis, J. H. Huler, J. M. Burrows, G. R. Fowler, Theodore Schultz, L. P. Rucker and E. N. Coffey, First Lieutenants T. Campbell, W. L. Lowe, H. J. McKinney, F. L. Chase, D. C. McClelland, Second Lieutenants W. M. True, E. G. McDougal, E. J. Humphrey, R. F. Tate, S. C. Megill.

Joined the Logan at Candon, P. I.—Captain W. S. Cunningham, First Lieutenants L. S. Jefferies, C. L. Willard and A. M. Pickel, Second Lieutenant A. E. Gibert and 225 enlisted men of the Thirty-third Infantry and one stowaway.

Besides the cabin passengers and enlisted men the Logan brought up ten members of the hospital corps, ten discharged civilians, ten discharged soldiers, six prisoners and two mascots. In the hold of the transport are the remains of 250 soldiers who died in the Philippines.

The Thirty-third Regiment reached the Presidio early in the afternoon and was met at the wharf by a battalion of the Eighteenth Infantry and the artillery band and escorted to quarters in the upper model camp. It was 5 o'clock before the steamers Resolute and McDowell landed the Thirty-fourth. It was met by the same escort which headed the march to the camp just above that formerly occupied by the Tennessee soldiers.

PASSENGERS FOR AUSTRALIA.

Oceanic Company's Steamship Sonoma Sails for Sydney via Honolulu.

There was a big crowd down to see the Sonoma away for the Southern Seas last night. The second cabin was filled with passengers and the following were in the first cabin:

For Honolulu—W. M. Armstrong, W. A. Backhouse, R. L. Beckwith, E. M. Boyd, C. A. Bruns, A. Buneman, L. Burrows, Miss C. J. Carter, Miss W. A. Clark, D. J. Coleman, wife and child, S. H. Comstock, Mrs. C. B. Cooke and two children, Mrs. Charles J. Deering, T. F. Dredge, wife, three children and maid, Miss N. Eaton, George D. Gear, Mrs. R. C. Geer, C. P. Grimwood and wife, Miss F. Hall, George Hammer, Miss Jean Harwood, R. G. Henderson, Miss H. Hitchcock, J. Frederick Hosken, C. Irish, Richard Johnson, Mrs. E. A. Judson, Miss C. Judson, David Lawrence, R. T. Lees, A. L. Louisson, A. D. McBryde and wife, J. T. McCrosson, D. J. McKay, C. F. McVeigh, Miss E. Meyer, C. H. Miller, M. D. Monsarrat, S. A. Monsarrat, Mrs. C. Nichols and child, Miss E. C. Potts, J. P. Rich, Mrs. L. M. Robertson, Dr. W. W. Roblee and wife, Mrs. A. W. Rogers, Miss E. M. Rogers, N. S. Sachs and wife, J. F. Scott and wife, C. M. Smith and wife, J. G. Smith, wife and child, Mrs. F. O. Sodergren, J. S. Spitzer, W. M. Warren, H. M. Whitney Jr., Miss E. Wilson.

For Sydney—William Aitchison, Douglas N. Ancelon, F. Ash, Mrs. E. Baume, Miss M. Brune, Miss A. Brynes, H. Buchanan, Miss E. M. Cameron, W. W. Danley and wife, C. Dobson, Finlay M. Drummond, G. A. Fraser and wife, Miss Dorothea Fraser, Miss Rona Fraser, Master Fenwick Fraser, E. Hargrove and wife, Mrs. Nettie Hart, Mrs. R. C. Hinman, Dr. Krulle, Dr. J. A. Langrill, Miss G. E. Leavy, Hon. Dr. W. H. Montague and wife, Dr. Oronhyatekha, F. Passmore, Arthur H. Pollard, Robert Rankin, Mrs. M. Riley, Rev. J. Skelly, J. Vertag.

For Pago-Pago—Robert Tibbitts.

For Auckland—J. D. Harris, James Martin.

To join at Honolulu for Sydney—Mrs. S. C. Ainsworth, Mrs. John Barneson and child, Miss M. Barneson, S. Brown, wife and child.

Owing to some accident to her machinery the Sonoma was delayed until an early hour this morning. The accident was not serious, but it was thought best to make the necessary repairs before putting to sea.

The remains of the late Captain Hart were shipped to Australia on the Sonoma. His widow is a passenger on the steamship. Captain Hart was known for years to everybody on the Sydney run as chief officer of the Mariposa. Then he was captain of the transport Warren and was in command of that vessel when he died. Captain Hart was an able seaman, a most careful navigator and had hundreds of warm friends in San Francisco.

POSTUM CEREAL.

STICK RIGHT TO IT

And Coffee Will "Do You" Good and Brown, if You Are Highly Organized.

It is remarkable how persistently men or women will stick to a drug through thick and thin, even after they become convinced that the drug is slowly killing them.

This is illustrated thousands of times every day. A sample case is that of F. L. Wolford of Columbus, Ohio, who says that all his life, since a boy when he began drinking coffee, he has been anything but robust, or even in what might be termed good health. He has tried all sorts of drugs and tonics and consulted many doctors. He quit tobacco, avoided all intoxicating drinks, stopped eating pastry and took life easy as far as work was concerned, but the same old trouble continued and he could not get well.

He stuck to the coffee because, he said, "I could not do without it. The climax came about a year ago. I went all to pieces with nervous prostration, neurasthenia and insomnia. The physician absolutely demanded that I cease drinking coffee and put me on Postum Food Coffee.

"I very much disliked to think that I must take something in place of coffee, but to my surprise I found that Postum was so delicious and so exactly like first-class Java coffee in taste that I got on with it very well.

"After a few days I began to notice that I craved Postum as much as I had the old coffee, and the longer I use Postum the more satisfied I become with it, until today I look upon Postum as the 'real thing' and the ordinary coffee as the 'substitute.'

"I would not give one cup of Postum for all the coffee that grows in Central America, not only as a drink, but for what it has done for my health. I have built up again until I am in better health than I ever was, and owe the entire praise to Postum. It is simply a case of leaving off a poison and using a healthful food drink, containing powerful elements of nutrition.

"Many among my own friends have quit coffee and begun using Postum Food Coffee:

"Richard Wilhelm, 823 East Main street, and his wife both suffered from dyspepsia, but were cured by quitting coffee and using Postum Food Coffee.

"James Neukamp, a grocer on East Fulton street, had liver complaint. He has been greatly benefited by leaving off coffee and taking Postum.

"I can give you the names of a number of others who have either been entirely cured or greatly benefited by the use of Postum."

NEWS OF THE OCEAN.

Matters of Interest to Mariners and Shipping Merchants.

The Anna will load wheat for Europe at 33s 9d, rechartered; the Aigburth, wheat at Portland for Europe, 37s 6d; the Wega, same voyage and rate, prior to arrival; the County of Pembroke, wheat at Tacoma for Europe, prior to arrival; the Carrollton, coal at Tacoma for Honolulu; the Novelty, lumber at Portland for Sydney, 52s 6d, prior to arrival; the Planter, merchandise for Honolulu.

Shipping Intelligence.

ARRIVED.

Friday, March 29.

Stmr Geo Loomis, Bridgett, 44 hours from Ventura.

Stmr Luella, Madsen, 55 hours from Santa Barbara.

Stmr Westport, Elickson, 23 hours from Eureka.

Stmr Leelanaw, Storrs, 58 hours from Seattle.

Stmr Homer, Donaldson, 70 hours from San Diego, via San Pedro 54 hours.

Stmr Whitesboro, Olsen, 73 hours from San Pedro.

Stmr Rival, Johnson, 63 hours from Willapa Harbor.

U S stmr Logan, Stinson, 28 days from Manila, via Nagasaki 19 days.

Ger stmr Hyades, Garlich, 88 hours from Seattle.

Jap stmr Hongkong Maru, Filmer, 24 days 23 hours from Hongkong, via Yokohama 15 days 12 hours 12 minutes, via Honolulu 5 days 21 hours 40 minutes.

Br stmr Wellington, 84 hours from Comox.

Br stmr Milton, Railey, 99 hours from Nanaimo.

Bark Gatherer, Younggren, 7 days from Tacoma.

Bark Edward May, Hansen, 20 days from Kahului.

Brig W G Irwin, Garthley, 5½ days from Roche Harbor.

Schr Fortuna, Olsen, 30 hours from Eureka.

Schr Gotama, Semson, 3 days from Coos Bay.

CLEARED.

Friday, March 29.

Stmr Sonoma, Van Oterendorp, Honolulu and Sydney; J D Spreckels & Bros Co.

Stmr Pomona, Shea, Eureka; Goodall Perkins & Co.

Stmr Jennie, Esser, Cooks Inlet; Alaska Packers' Association.

Bark Diamond Head, Peterson, Honolulu; Williams, Dimond & Co.

SAILED.

Friday, March 29.

Stmr Pomona, Shea, Eureka.
Stmr Corona, Gielow, San Pedro.
Stmr Geo W Elder, Randall, Astoria.
Stmr Scotia, Walvig, ——.
Stmr Chico, Dearborn, Eureka.
Stmr Homer, Donaldson, Eureka.
Stmr Alcatraz, Carlson, ——.
Stmr North Fork, McLellan, Eureka.
Stmr Gipsy, Leland, Santa Cruz.
Stmr Samoa, Gunderson, ——.
Br ship Merloneth, Rowlands, Queenstown.
Schr O M Kellogg, Iverson, Mahukona.
Schr Sacramento, Nielson, Siuslaw.
Schr O M Kellogg, Iverson, Mahukona.
Schr Sacramento, Nelson, Coquille River.
Schr Mary Buhne, Dannevig, Eureka.
Schr Lizzie Prien, Anderson, Siuslaw River, in tow of stmr Samoa.
Schr Barkersburg, Jorgenson, Coquille River.

SPOKEN.

Per stmr Matteawan—March 23, 20 miles S of Umatilla Lightship, Br bark Beechdale, from Liverpool, for Victoria.

MEMORANDUM.

Per stmr Matteawan, from Tacoma—On March 27, 10 miles W of St George Reef House, passed boat bottom up painted light blue; looked like sealer's boat.

TELEGRAPHIC.

POINT LOBOS, March 29, 10 p m—Weather hazy; wind NW, velocity 28 miles per hour.

DOMESTIC PORTS.

EUREKA—Arrived March 29—Stmr Eureka, hence March 27.

Sailed March 29—Schr Mabel Gray, for ——; schr Jessie Minor, for Honolulu.

PORT LOS ANGELES—Arrived March 29—Stmr Mineola and Br stmr Algoa, from Nanaimo; stmr Greenwood, from Greenwood.

ASTORIA—Sailed March 29—Stmr Columbia, for San Francisco; Ger ship Arthur Flitger; Br ship County of Linlithgow, for Queenstown; stmr Goodwin, for Hongkong; schr Louis, for San Francisco; schrs Occidental and J M Weatherwax, for Bristol Bay; stmr Eureka, for San Francisco; stmr Alliance, for Coos Bay.

TILLAMOOK—Arrived March 29—Stmr W H Kruger, hence March 25.

Sailed March 29—Stmr Acme, for San Francisco.

CRESCENT CITY—Sailed March 28—Stmr Del Norte, for San Francisco.

UMPQUA—Arrived March 27—Schr Louise, from San Pedro. March 28—Schr Lily, hence March 14.

NEHALEM—Arrived March 27—Tug Geo R Vosberg, with barge C H Wheeler in tow, hence March 22.

SAN PEDRO—Arrived March 28—Schr W F Jewett, from Grays Harbor. March 29—Schr Lottie Carson, from Eureka.

Sailed March 28—Schr W F Witzemann, for Grays Harbor.

COQUILLE RIVER—To sail March 29—Stmr Argo, for San Francisco.

PORT GAMBLE—Arrived March 29—Schr Okanogan, from Port Townsend.

VENTURA—Sailed March 28—Stmr South Coast, for San Francisco.

SEATTLE—Arrived March 29—Stmr City of Seattle, from Skaguay.

Sailed March 29—Stmr Mackinaw, for San Francisco. March 28—Stmr Humboldt, for Skaguay; Br stmr Teenkai, for Tacoma; stmr Elihu Thomson, for Tacoma.

Arrived March 29—Stmr Chas Nelson, from Eureka; schr Mildred, from San Pedro.

NEAH BAY—Passed in March 29—Ship Dashing Wave, hence March 19, for Tacoma.

Passed out March 29—Stmr Mackinaw, from Seattle, for San Francisco.

ELWELL—To sail March 18—Bark Agate, for San Francisco.

COOS BAY—Sailed March 29—Schr Monterey, for San Francisco.

PORT TOWNSEND—Passed in March 29—Bark Carrollton, from Honolulu; schr J B Leeds, hence March 16; schr Compeer, from Honolulu; schr Transit, from Honolulu.

Arrived March 29—Schr Robert Lewers, from Honolulu; ship Dashing Wave, hence March 19.

In straits—Schr Maggie C Russ, from Salinas Cruz.

ISLAND PORTS.

HONOLULU—Arrived March 16—Br stmr Warrimoo, from Victoria; bktn Skagit, from Port Gamble; schr Defiance, from Newcastle, Aus. March 18—Bark Olympic, hence Feb 12; ship Henry Villard, from Savannah. March 19—Bark John Cort, from Tacoma; bktn S G Wilder, hence March 3; ship Arthur Sewall, from Yokohama. March 20—Schr Eric, from Caleta Buena. March 21—Jap stmr America Maru, hence March 15; bark Himalaya, from Newcastle, NSW. March 22—Stmr Zealandia, from Port Los Angeles; Jap stmr Hongkong Maru, from Yokohama. March 23—Stmr Mariposa, hence March 16.

Sailed March 16—Br stmr Warrimoo, for Sydney; ship Chas E Moody, for Port Townsend. March 17—Bark C D Bryant, for San Francisco. March 19—Ship Star of Bengal, for Port Townsend. March 20—Aus war ship Donau, for Nagasaki; schr Rosamond, for San Francisco; schr John A Campbell, for Port Townsend. March 21—Ship C F Sargent, for Port Townsend; ship George Curtis, for San Francisco. March 23—Bark S C Allen, for San Francisco.

MAHUKONA—Arrived March 14—Brig Consuelo, hence March 2.

KAHULUI—Sailed March 13—Schr Ottilie Fjord, for San Francisco.

HILO—Arrived March 11—Schr Helen N Kamball, from Eureka. March 12—Bktn S N Castle, from Honolulu, to sail March 16, for San Francisco.

FOREIGN PORTS.

KINSALE—Passed March 29—Br ship W J Pirrie, from Oregon.

LONDON—Arrived March 29—Ger ship Alsternixe, hence Oct 4; Br bark Strathdon, hne Oct 30.

ACAPULCO—Sailed March 28—Stmr Newport, for Panama.

MOODYVILLE—Sailed March 25—Chil bark Admiral Tegethoff, for Antofagasta.

VANCOUVER—Arrived March 28—Br bark Beechdale, from Liverpool.

NAGASAKI—Sailed March 24—U S stmrs Thomas and Lawton, for San Francisco. March 25—U S stmr Rosecrans, for San Francisco.

MANILA—Sailed March 23—U S stmr Grant, for San Francisco.

ANTWERP—Arrived March 27—Br ship Delcairnie, from Oregon.

CARDIFF—Arrived March 27—Br ship Orealla, from Oregon.

COLON—Arrived March 26—Stmr Advance, from New York.

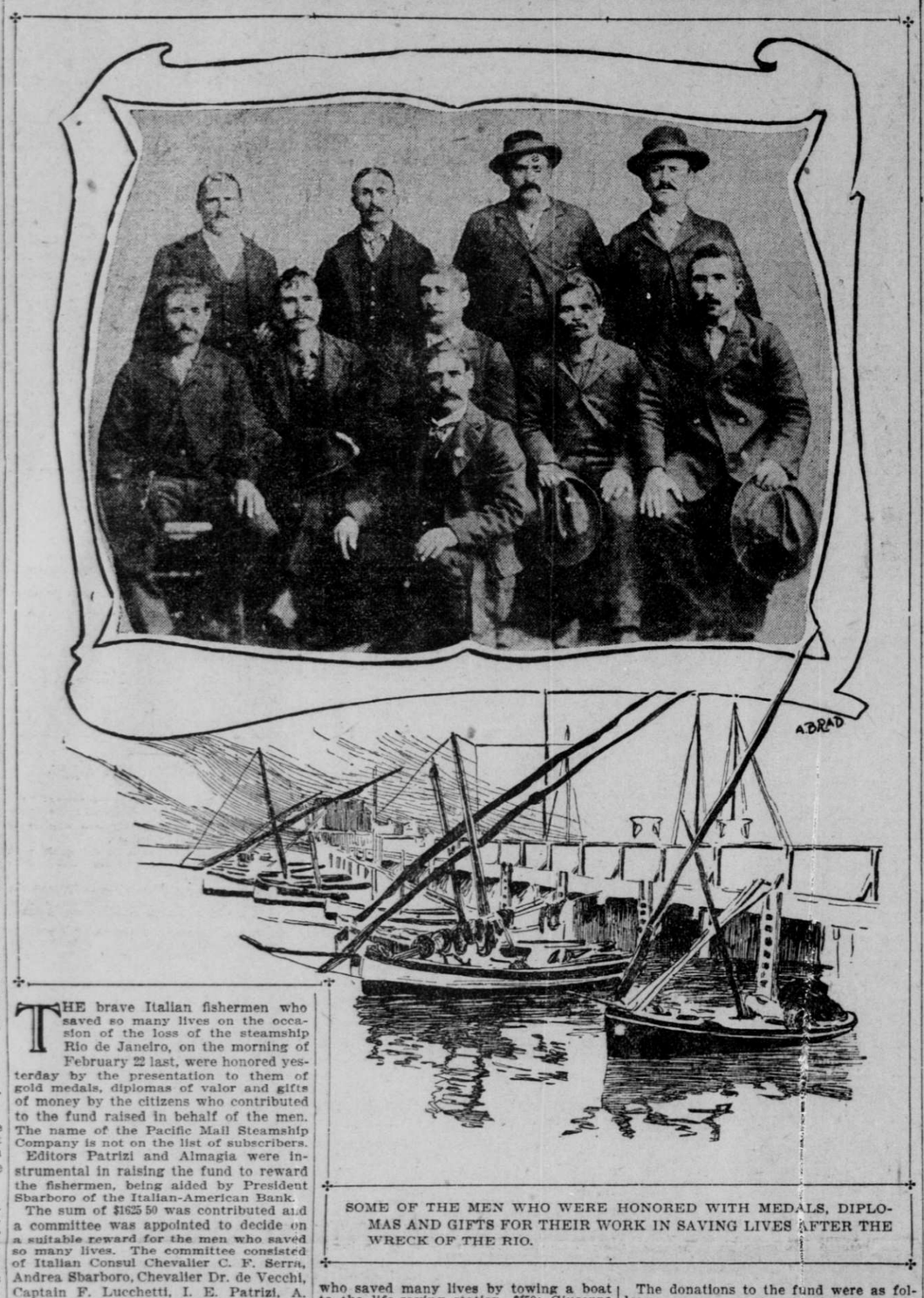
Sailed March 26—Stmr City of Washington, for New York.

DOVER—Passed March 28—Ger ship Alsternixe, hence Oct 4, for London.

FALMOUTH—Sailed March 28—Ger bark Bertha, for ——.

REWARDED FOR SAVING LIVES AFTER THE WRECK OF THE RIO

Gold Medals, Diplomas of Honor and Money Gifts Presented to Brave Toilers of the Sea.



SOME OF THE MEN WHO WERE HONORED WITH MEDALS, DIPLOMAS AND GIFTS FOR THEIR WORK IN SAVING LIVES AFTER THE WRECK OF THE RIO.

THE brave Italian fishermen who saved so many lives on the occasion of the loss of the steamship Rio de Janeiro, on the morning of February 22 last, were honored yesterday by the presentation to them of gold medals, diplomas of valor and gifts of money by the citizens who contributed to the fund raised in behalf of the men. The name of the Pacific Mail Steamship Company is not on the list of subscribers.

Editors Patrizi and Almagia were instrumental in raising the fund to reward the fishermen, being aided by President Sbarboro of the Italian-American Bank.

The sum of $1625 50 was contributed and a committee was appointed to decide on a suitable reward for the men who saved so many lives. The committee consisted of Italian Consul Chevalier C. F. Serra, Andrea Sbarboro, Chevalier Dr. de Vecchi, Captain F. Lucchetti, I. E. Patrizi, A. Francovich, president of the Italian Fishermen's Benevolent Society, and G. Sanguinetti.

At the Italian-American Bank yesterday the presentations were made to the fishermen, who gathered together with their families. The medals and diplomas of valor were presented by the Italian Consul and short addresses were made by Dr. de Vecchi, I. E. Patrizi and A. Sbarboro.

In addition to the gold medals and the diplomas of valor, the following money gifts were made:

Alberto Gibellila and Antonio Venturini, who saved twenty-four lives, $325; P. A. Gaspare and Alessandro Adami, who saved three lives and gave the first news of the disaster, $275; Gaspare Palazolo and Giuseppe Macerl, who saved three lives, $150; Genarro Azzarito and Alfio A. Castorino, who saved four lives, among them that of Pilot Jordan, $150; Giuseppe Bianchi and Ambrigio Freviga, who saved many lives by towing a boat to the life-saving station, $750; Giuseppe Sclarfani and Accursio Maniscalco, who brought bodies ashore, $100.

The sum of $200 was donated to the Italian Fishermen's Mutual Benevolent Society to encourage its members in the saving of life should future occasions arrive.

The medals presented to the fishermen are of solid gold and are engraved as follows: "Awarded to ——, for saving lives in the wreck of the Rio de Janeiro, offered by the community of San Francisco."

The diplomas of valor read as follows:

Given to the Italian Fisherman, ——, who, on the occasion of the terrible wreck of the steamer Rio de Janeiro, which occurred in the bay of San Francisco, in the early hours of February 22, 1901, spontaneously went to the place of the disaster, succeeding in saving several lives. The members of the committee here undersigned appointed by the Italian-American Bank of San Francisco, who started a subscription to reward the valor of those heroic fishermen, awarded a gold medal to —— for his brave and generous action.

The donations to the fund were as follows:

Italian-American Bank, $100; Hon. James D. Phelan, $100; Chinese Six Companies, $200; cash, $1; cash, $1; San Francisco Savings Union, $50; Lichtenstein Cerruti Co., $5; Bank of California, $100; Hibernia Savings and Loan Society, $50; Claus Spreckels, $100; F. Greco, $2; Daniel Meyer, $10; J. D. Spreckels & Bros., $100; J. B. F. Davis & Sons, $25; Mrs. Dr. Joseph Pescia, $50; Carolina Morcutto, $1; Joseph Musto, $10; The Emporium and Golden Rule Bazaar, $50; Union Iron Works, $50; Manufacturers' and Producers' Association, $100; A. L. Barth, $1; J. A. Folger & Co., $25; William Wolff & Co., $5; C. Dondero, $1; National Fire Insurance Company of Hartford, $25; S. Campodonico, $5; Pacific Coast Steamship Company, $50; Sanders & Kirchmann, $10; Dunham, Carrigan & Hayden Co., $25; G. B. Ghibaudi, $1; Mutual Savings Bank, $25; Japanese Association of America, $50; German Savings and Loan Society, $50; C. Garibaldi Pasadino, $2; A. Cassaratto, 50c; London, Paris and San Francisco Bank, Ltd., $25; North China Insurance Company, $10; Imperial Marine and Transport Insurance Company, $10; Columbus Savings and Loan Society, $100; Merchants' Association, $100. Total, $1625 50.

HAYS COMPLETES THE INSPECTION

Southern Pacific President Awaits the Company's Meeting.

Union Pacific Officials Will Be Elected to the Directorate When the Session Begins in a Few Days.

NEW YORK, March 29.—The Evening Post has the following: President Burt of the Union Pacific and President Hays of the Southern Pacific, together with Secretary Miller of the Union Pacific, who have been traveling together from the Far West, were at their offices in this city to-day. Both officers have been inspecting the Central Pacific and other divisions of the Southern Pacific and will submit their recommendations for improvements and means of operation. Both officers will remain here at least until after the annual meeting of the Southern Pacific, which will be held on April 3.

Union Pacific officials will be elected into the Southern Pacific board at this meeting. The present board consists of eleven members, with one vacancy, and it is probable that the new directors to be elected will constitute a majority of the board.

Since the last annual meeting of Southern Pacific shareholders the board has been entirely reconstructed, August Belmont, D. O. Mills, John W. Mackay, J. B. Haggin going into the board last summer at the request of C. P. Huntington, not long before his death, together with C. H. Tweed, E. Hawley and J. D. Probst. President Hays and James Speyer were elected in the fall.

Besides Chairman Harriman of the Union Pacific, it is probable that Otto H. Kuhn of Kuhn, Loeb & Co., George Gould of the Missouri Pacific and James Stillman will go into the Southern Pacific board.

The Mail and Express, discussing the announcement that George J. Gould is to enter the Southern Pacific directorate, says:

"This is what Mr. Gould referred to some time ago when he said that still larger deals than any that had been put through were coming. If the proposed harmony of relations is established it will enable the Missouri Pacific and affiliated lines to secure better terms on through traffic to the Pacific Coast. On the north the Missouri Pacific's business will go over the Denver and Rio Grande to Ogden, and thence over the Central Pacific to San Francisco. On the south traffic will go over the Texas and Pacific to El Paso and thence over the Southern Pacific to California points."

DOES NOT WANT A PARK.—The action instituted by Joseph Gowans, was dismissed by Board of Works and the Park Commission from "porking" City Hall avenue was argued and submitted for decision by Judge Seawell yesterday.

WESTPORT—Arrived March 26—Br bark Inveramsay, hence Oct 27.

PANAMA—To sail March 28—Chil stmr Limari, for San Francisco.

Sailed March 16—Stmr City of Para, for San Francisco.

LIMERICK—In port March 10—Br ship Riversdale, for San Diego, via London.

YOKOHAMA—Sailed March 28—Br stmr Duke of Fife, for Tacoma.

SHANGHAI—Sailed March 27—Ger bark Columbia, for Port Townsend.

OCEAN STEAMERS.

QUEENSTOWN—Arrived March 29—Stmr Campania, from Liverpool; stmr New York, from Liverpool.

Sailed March 29—Stmr Commonwealth, from Liverpool, for Boston.

HAVRE—Arrived March 29—Stmr L'Aquitaine, from New York.

LIVERPOOL—Arrived March 29—Stmr Ultonia, from Boston.

CHERBOURG—Arrived March 26—Stmr Graf Waldersee, from New York, for Hamburg.

GLASGOW—Sailed March 29—Stmr Assyrian, for New York.

GENOA—Sailed March 29—Stmr Auguste Victoria, for New York (returning from Oriental cruise).

PORTLAND, Me—Arrived March 29—Stmr Sarmatian, from Glasgow.

BROWHEAD—Passed March 29—Stmr Nomadic, from New York, for Liverpool.

NEW YORK—Arrived March 29—Stmr Hecla, from Christiansend and Copenhagen.

Steamer Movements.

TO ARRIVE.

Steamer.	From.	Due.
Curacao	Mexican Ports	Mar. 30
Nome City	San Diego	Mar. 30
Del Norte	Crescent City	Mar. 30
Arequipa	Valparaiso & Way Pts	Mar. 30
Eureka	Humboldt	Mar. 30
Mandalay	Coquille River	Mar. 30
Argo	Coquille River	Mar. 30
Grace Dollar	San Pedro	Mar. 31
Karven	Nanaimo	Mar. 31
Columbia	Portland and Astoria	Mar. 31
Acme	Tillamook Bay	Mar. 31
Queen	San Diego & Way Pts	Mar. 31
Costa Rica	Acapulco	Mar. 31
Bonita	Newport	Mar. 31
Tellus	Oyster Harbor	Mar. 31
Mackinaw	Seattle	Apr. 1
Empire	Coos Bay	Apr. 1
Fulton	Grays Harbor	Apr. 1
Pomona	Humboldt	Apr. 1
Chas. D. Lane	Seattle	Apr. 2
Pentaur	Hamburg & Way Ports	Apr. 2
Umatilla	Puget Sound Ports	Apr. 2
Washtenaw	Tacoma	Apr. 2
Arcata	Coos Bay	Apr. 2
Rainier	Seattle & N. Whatcom	Apr. 3
Mariposa	Honolulu	Apr. 3
Corona	Newport	Apr. 3
City of Sydney	Panama & Way Ports	Apr. 3
Point Arena	Point Arena	Apr. 4
Santa Rosa	San Diego	Apr. 4
Zealandia	Honolulu	Apr. 4
Newburg	Grays Harbor	Apr. 4
Coronado	Grays Harbor	Apr. 4
North Fork	Humboldt	Apr. 4
Crescent City	Crescent City	Apr. 4
G. W. Elder	Portland and Astoria	Apr. 5

TO SAIL.

Steamer.	Destination.	Sails.	Pier.
	March 30.		
Coquille River	Grays Harbor	4 pm	Pier —
San Pedro	Humboldt	10 am	Pier 2
Nome City	Humboldt	12 m	Pier 2
Gaelic	China and Japan	1 pm	PMSS
Catina	Seattle & Tacoma	12 m	Pier 8
Point Arena	Point Arena	2 pm	Pier 2
	March 31.		
Santa Rosa	San Diego	9 am	Pier 11
	April 1.		
Acapulco	Panama & Way Pt	12 m	PMSS
Eureka	Humboldt	12 m	Pier 13
Walla Walla	Puget Sound Ports	11 am	Pier 9
G. Dollar	Grays Harbor	12 m	Pier 2
	April 2.		
Centennial	Seattle & Tacoma	10 am	Pier 2
Empire	Coos Bay	10 am	Pier 13
Argo	Coquille River	2 pm	Pier 2
Mandalay	Coquille River	— pm	Pier 2
Bonita	Newport	8 am	Pier 11
Roanoke	N. Y. via Panama	2 pm	Pier 16
	April 3.		
Pomona	Humboldt	2 pm	Pier 9
Acme	Tillamook Bay	12 m	Pier 13
Columbia	Astoria & Portland	11 am	Pier 24
Fulton	Grays Harbor	5 pm	Pier —
Queen	San Diego	9 am	Pier 11
	April 4.		
Arequipa	Valparaiso & Way	.....	S.W. 2
Arcata	Coos Bay	12 m	Pier 13
	April 5.		
Corona	Newport	9 am	Pier 11

Sun, Moon and Tide.

United States Coast and Geodetic Survey—Times and Heights of High and Low Waters at Fort Point, entrance to San Francisco Bay. Published by official authority of the Superintendent.

NOTE—The high and low waters occur at the city front (Mission-street wharf) about twenty-five minutes later than at Fort Point; the height of tide is the same at both places.

SATURDAY, MARCH 30.

Sun rises 5:58
Sun sets 6:30
Moon sets ..... 3:20 a. m.

Date	Time		Time		Time		Time	
	L W		H W		L W		H W	
30	2:13	2.4	8:13	5.0	2:35	0.5	9:27	5.2
31	3:02	1.9	9:11	5.1	3:20	0.7	10:02	5.4
1	3:49	1.5	10:05	5.0	4:00	1.0	10:38	5.4
2	4:30	1.2	10:54	5.0	4:32	1.3	11:07	5.4
3	5:06	1.0	11:39	4.8	5:01	1.5	11:34	5.4
4	5:38	0.7	12:24	4.8	5:32	1.8	11:59	5.4
5	6:11	0.5	1:06	4.6	6:01	2.1	.....	....

NOTE—In the above exposition of the tides the early morning tides are given in the left hand column and the successive tides of the day in the order of occurrence as to time of day; the third time column gives the last tide of the day, except when there are but three tides, as sometimes occurs. The heights given are in addition to the soundings on the United States Coast Survey charts, except when a minus (—) sign precedes the height, and then the number given is subtracted from the depth given by the charts. The plane of reference is the mean of the lower low waters.

ADVERTISEMENTS.

THANKFUL TO MRS. PINKHAM

Letters Proving Positively that there is No Medicine for Woman's Ills Equal to Lydia E. Pinkham's Vegetable Compound.

(ALL LETTERS ARE PUBLISHED BY SPECIAL PERMISSION.)

"I cannot say enough in regard to Lydia E. Pinkham's Vegetable Compound. It has done me more good than all the doctors. I have been troubled with female weakness in its worst form for about ten years. I had leucorrhoea and was so weak that I could not do my housework.

I also had falling of the womb and inflammation of the womb and ovaries, and at menstrual periods I suffered terribly. At times my back would ache very hard. I could not lift anything or do any heavy work; was not able to stand on my feet long at a time. My husband spent hundreds of dollars for doctors but they did me no good. My husband's sister wrote what the Vegetable Compound had done for her, and wanted me to try it, but I did not then think it would do me any good. After a time, I concluded to try it, and I can truly say it does all that is claimed for it. Ten bottles of the Vegetable Compound and seven packages of Sanative Wash have made a new woman of me, I have had no womb trouble since taking the fifth bottle. I weigh more than I have in years; can do all my own housework, sleep well, have a good appetite, and now feel that life is worth living. I owe all to **Lydia E. Pinkham's Vegetable Compound.** I feel that it has saved my life and would not be without it for anything. I am always glad to recommend it to all my sex, for I know if they will follow Mrs. Pinkham's directions, they will be cured."

Gratefully yours, MRS. ANNIE THOMPSON, South Hot Springs, Ark.

CHANGE OF LIFE.

"I was taken sick five years ago with 'The Grippe,' and had a relapse and was given up by the doctor and my friends. Change of Life began to work on me. I flowed very badly until a year ago, then my stomach and lungs got so bad, I suffered terribly; the blood went up in my lungs and stomach, and I vomited it up. I could not eat scarcely anything. I cannot tell what I suffered with my head. My husband got me a bottle of Lydia E. Pinkham's Vegetable Compound, and before I had taken half of it I began to improve, and to-day I am another woman. Mrs. Pinkham's medicine has saved my life. I cannot praise it enough."

M. A. DENSON, Millport, N.Y.

PROFUSE PERIODS.

"I commenced taking Lydia E. Pinkham's Vegetable Compound about 3 months ago, and cannot express the wonderful good it has done me. Menstruations were so profuse as to leave me very weak for some time after. Was also troubled with leucorrhoea, tired feeling, bearing down sensation, pain across the back and thighs. I felt as though there was a heavy weight in my stomach all the time. I have taken two bottles of the medicine, and now have better health than I have had for four years."

MRS. LIZZIE DICKSON HODGE, Avalon, Ohio.

$5000 REWARD.—We have deposited with the National City Bank of Lynn, $5000, which will be paid to any person who can find that the above testimonial letters are not genuine, or were published before obtaining the writer's special permission. LYDIA E. PINKHAM MEDICINE CO.

RACES EASTWARD WITH ORANGES

Great Northern Train With California Fruit Breaks Record.

Special Dispatch to The Call.

ST. PAUL, Minn., March 29.—The Great Northern made a record run from Seattle to St. Paul with a train load of California oranges in fifteen refrigerator cars, arriving here at noon to-day, being seventy-one hours on the road. The distance is 1817 miles. The trip eclipses the furious run from St. Paul to Seattle three years ago, when this road carried a train load of Alaskan reindeer in eighty-four hours.

The oranges were delivered to the Great Northern at Seattle by boat from San Francisco Monday. The warehousemen worked all Monday night loading the oranges into the refrigerator cars, and by noon Tuesday the record-breaking train was off and away toward the Cascade Mountains on its long flight to St. Paul. General Traffic Manager Clark says the train surpassed the schedule on the Washington and the mountain divisions.

The record-breaker stopped only for water and fuel, and several passenger trains were left in the rear before the special started down the eastern slope of the Rockies. This portion of the homestretch was entered early Thursday morning. The Great Northern officials waited with interest the reports from the dispatcher's office, which were sent in as soon as the flyer passed each station.

About daybreak the train commenced the run down the mountain slope. From Cut Bank to Havre, Mont., is a distance of 130 miles. The special ran down at the rate of thirty-five miles an hour. An impression of the fast rate may be gained from the fact that a passenger train which was following was left behind an hour and ten minutes when the fast freight reached Havre.

The oranges were examined and found to be in perfect condition. The cars were at once distributed among the various St. Paul-Chicago lines and started for the East.

STRIKE SETTLEMENT IS NOT YET IN SIGHT

Attitude of Graders Along the Nacosari Railway Gives Promise of Trouble.

PHOENIX, Ariz., March 29.—A dispatch received here to-night from Bisbee says that no settlement of the strike of graders on the Nacosari line is in sight. Most of the strikers are still at Fronteras and have terrorized contractors to such an extent that the latter, who are nearly all Americans, have appealed to the Mexican authorities for aid. As yet no serious trouble has occurred beyond the shooting of one of the contractor's employes, but many of the strikers are desperate characters and trouble is feared. Since work first began on the road fights have been of daily occurrence and several killings have resulted.

THE EARLY BIRD

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Domestic finish for full dress shirts if you order it.

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