HICKS HINTS AT NEW TAXES

British People Are Told to Prepare for Fresh Burdens.

Enormous Cost of the War in South Africa Is Causing Alarm.

LONDON, Nov. 4.—What is regarded as an important announcement preparing the people of Great Britain for new taxes and fresh loans was made to-night by the Chancellor of the Exchequer, Sir Michael Hicks-Beach, in a speech at Bristol. After alluding to the enormous increase in the ordinary expenditures of the Government, he reviewed the war taxes and said that the ever increasing demand of the national exchequer gave reasons for careful thought and even anxiety for the future.

"The cost of the war in South Africa is enormous," said Sir Michael. "It still drags. It may be, when next year comes, that I may have to ask the people of this country to bear even greater burdens and to make even greater sacrifices."

John Morley, M. P., speaking to-day at Forfar, Scotland, asserted that the ordinary annual expenditures of the British Government had increased £26,000,000 during the last ten years, or including the suspension of the sinking fund, £32,000,000. He declared that there was a real danger ahead of the country.

At to-day's session of the South African Compensation Commission Major Sir John Ardagh, the representative of the Government, announced that The Netherlands had accepted Great Britain's terms for the settlement of the claims of Dutch subjects for damages as the result of their expulsion from South Africa.

PRETORIA, Nov. 4.—It is now known that the Boers got away with two guns captured from Colonel Benson's column in the recent engagement near Brakenlaagte, Eastern Transvaal.

PARIS, Nov. 4.—In the Chamber of Deputies to-day M. Berry asked leave to interpellate the Government regarding the measures it proposed to take in accord with other governments to call upon the British Government to remove the women and children in the South African concentration camps to healthful districts.

M. Deschanel, President of the Chamber, remarked that it would be difficult to interpellate the French Government for the acts of the British Government.

After a brief discussion, during which M. Millevoye was called to order for speaking of Mr. Chamberlain, the British Colonial Secretary, as a coward and an assassin, the Chamber decided to debate M. Berry's interpellation at a later date.

Young Women's Christian Association

CLEVELAND, Ohio, Nov. 4.—At to-day's session of the International Board of the Young Women's Christian Association it was stated that communications to the corresponding secretary from forty-seven associations as to the most valuable portion of the work done show that the boarding homes were first in good results and the industrial classes second. The international association received during the last fiscal year $825,024 and expended $831,000. The value of the property owned by the association is $4,250,000.

Labor Troubles at Havana.

HAVANA, Nov. 4.—The local Union of Cigar-makers attempted to prevent forty Havana workmen starting for Tampa to take the places of strikers there. The police arrested thirty of the demonstrators and escorted the workmen to the steamer Florida, which left for Key West during the afternoon.

ADVERTISEMENTS.

The Action of Malt Makes

Malt Breakfast Food

A Perfect Food for Young and Old.

Malt Breakfast Food, delicious and appetizing, combines the health-giving properties of pure malt with the strength-yielding virtues of the choicest wheat. It is the most nutritious of all grain foods, because the greatest concentration of nutriment is gained when the elements of the choicest whole wheat are presented in a form which the stomach most easily assimilates. The action of the malt on the wheat produces effects in Malt Breakfast Food which make it the most nourishing and satisfactory of all known grain foods. Malt Breakfast Food in its manufacture is predigested, so that the weak stomach perfectly appropriates every particle. No dyspepsia, no indigestion, no stomach troubles when Malt Breakfast Food is made a regular morning dish.

WEAK MEN and WOMEN

Can obtain renewed strength and vigor by the use of "Dr. Pierce's (latest improved) "ELECTRICBELT" and Appliances. Drugs do not cure. Electricity is the remedy! Buy no Belt until you see Dr. Pierce's, for it is the BEST. Thousands cured!

☞Call at office or send a 2c stamp for new "Booklet No. 2." Address PIERCE ELECTRIC CO., 206 Post st., San Francisco. Eastern office—1145 Broadway, New York.

Weak Men and Women

SHOULD USE DAMIANA BITTERS, THE Great Mexican remedy; gives health and strength to sexual organs. Depot, 323 Market.

CAFE ROYAL Corner Fourth and Market, S. F. Try our Special Brew, Steam and Lager, 5c. Overcoats and valises checked free.

W. W. MONTAGUE & CO.

HEADQUARTERS FOR HEATING APPARATUS OF ALL KINDS...

WARM AIR.
STEAM.
HOT WATER.

...OIL STOVES...

BLUE FLAME. WITH OR WITHOUT WICKS.

NO ODOR.
NO ASHES.
NO SMOKE.

309 to 317 Market Street, San Francisco.

STEAMSHIP AMUR DODGES ICEBERGS

Arrives From Skaguay After Tempestuous Voyage.

Heavy Fall of Snow Delays Dawsonites at White Horse.

Special Dispatch to The Call.

VANCOUVER, B. C., Nov. 4.—After a tempestuous voyage of four days the steamer Amur, Captain Gosse, arrived this afternoon from the north. She brought eighty passengers from Skaguay, most of them hailing from the Klondike, and had $100,000 worth of gold for the Canadian Bank of Commerce. From Wrangel down to Queen Charlotte Sound the weather was extremely rough and the steamer had all she could do for a day and a half to keep above the blue seas that continually washed over her bows. There were more icebergs than Captain Gosse has ever seen before on a trip, and altogether it was about the roughest run he ever experienced on the northern route.

Arrivals from Dawson say that there is ice over the river there every morning, but it runs out during the day and the steamers are still able to make headway. The season is the latest in several years.

A. B. Newall, general manager of the White Pass Railway, who came down, says that every pound of freight has been cleaned up, and the spring will be opened with the warehouses empty and ready to take all the cargoes for down-river ports that can be supplied.

At White Horse the Dawson passengers were delayed by a snowstorm, and more than two feet of snow fell Wednesday night and Thursday morning.

SANTOS-DUMONT GIVEN PRIZE FOR HIS BALLOON

Committee of the Aero Club of Paris Decides That He Won the Contest.

PARIS, Nov. 4.—The committee of the Aero Club, by a vote of 12 to 9, to-day proclaimed M. Santos-Dumont, the Brazilian aeronaut, the winner of the prize of 100,000 francs offered by M. Deutsch for a dirigible balloon. The vote was preceded by a warm discussion. Count Dion, who presided, while eulogizing the courage of M. Santos-Dumont, contended that he had not won the prize owing to the time limit.

Prince Roland Bonaparte, on behalf of the special committee who watched the contests, declared that M. Santos-Dumont had materially and morally won the prize, because a new regulation as to the time limit was never officially indorsed by the Aero Club.

CONFIDENT OF DEFEATING THE RECIPROCITY TREATIES

Congressman McLachlan Says They Cannot Be Negotiated Under Dingley Bill.

PASADENA, Nov. 4.—Congressman James McLachlan has discovered a clause in the Dingley tariff bill passed by Congress in 1897 which, he claims, forbids the President making reciprocal treaties with fruit raising countries. He maintains that the work of Special Reciprocity Commissioner John A. Kasson is to no purpose. The clause fixes a a time limit of two years in which the President may enter upon such treaties.

McLachlan will fight the Jamaican and French treaties with this weapon. A call for a meeting of fruit organizations is being prepared, to get together all Southern California representatives. McLachlan hopes to win against the treaties.

FATHER JACQUET SENDS TWO TRAINED BEARS

Unique Gifts to Notre Dame College in San Jose and Santa Clara College.

SEATTLE, Nov. 4.—Two trained silver-tip bears, four months old, the property of Father A. Jacquet of St. Joseph's Church in Nome, arrived on the steamship Queen in charge of H. M. Huber, who will take one to Notre Dame College in San Jose, Cal., and the other to Santa Clara College. The bears are now in this city and will remain here a week or ten days.

General Funston Is Recovering.

KANSAS CITY, Nov. 4.—It is stated that General Frederick Funston will shortly apply for leave of absence from the Philippines and return to the United States on a visit. It is said he is recovering rapidly from the operation of appendicitis recently undergone at a Manila hospital. General Fred D. Grant will, it is said, likely succeed General Funston in command of the San Fernando district.

Fire Destroys a Louisiana Town.

NEW ORLEANS, Nov. 4.—Fire broke out to-day at Jennings, a town where an oil gusher was brought in a few weeks ago and which is now crowded with prospectors, consuming at least twelve business houses entirely, including the Bank of Jennings and the leading hotel. No lives are lost, but the property damage will amount to hundreds of thousands.

The election of Wells will entail the surrender of the city to plundering corporations and to the advocates of a wide open town. Vote for Tobin and defeat the bosses and the blacklegs.

NEW ADVERTISEMENTS.

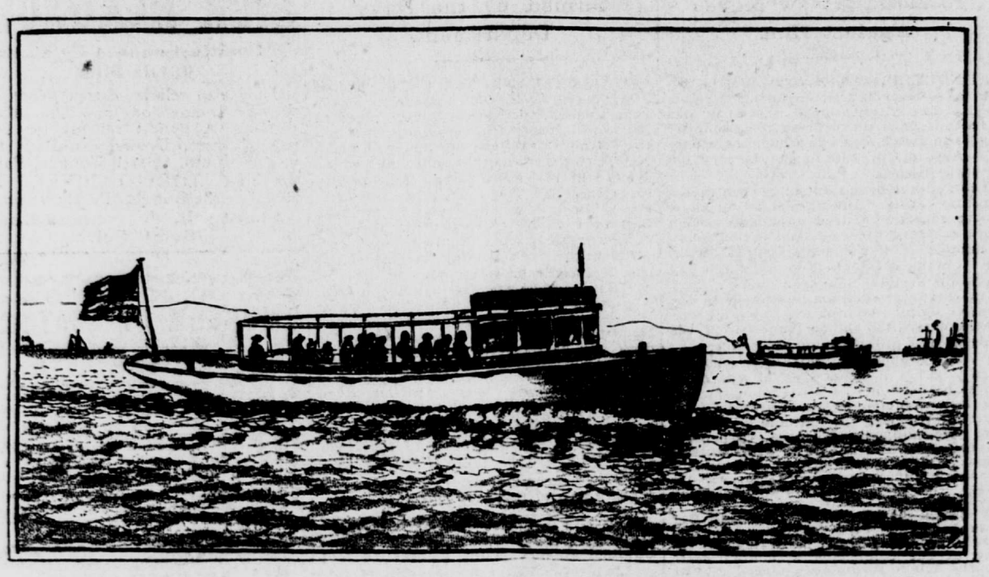
SCIENCE SETTLES IT.

Dandruff Is Caused by a Germ That Saps the Hair's Vitality.

It is now a settled fact that dandruff is caused by a germ. Falling hair and baldness are the result of dandruff. Dr. E. J. Beardsley of Champaign, Ill., got hold of the new hair preparation, Newbro's Herpicide—the only one that kills the dandruff germ. He says: "I used Herpicide for my dandruff and falling hair, and I am well satisfied with the result." Dr. J. T. Fugate of Urbana, Ill., says: "I have used Herpicide for dandruff with excellent results. I shall prescribe it in my practice." Herpicide kills the dandruff germ. Physicians as well as the general public say so.

BIG RUSH TO GET THE AUSTRALIAN MAIL AWAY ON OVERLAND EXPRESS

Head Winds and a Heavy Sea Delay Ventura, but She Arrives a Few Hours Before Sunset, and Thanks to the Customs Authorities English Mails Get Away on Time



FLEET OF LAUNCHES THAT WILL BE USED BY THE RISDON IRON WORKS ON THE BAY DURING THE WINTER. RISDON NO. 3 WAS LAUNCHED THIS MORNING AND HER BUILDER EXPECTS HER TO MAKE AT LEAST TWELVE KNOTS AN HOUR.

THE mail steamship Ventura arrived from Australian ports last night. She was delayed by head winds and a heavy sea, but managed to make port in time to catch the Eastern mail. The mail boat was reported by the Merchants' Exchange outlook at 3 p. m., but it was nearly two hours later before she made her dock. In the meantime the overland was awaiting the mail and no time could be wasted. Captain Olsen, the head stevedore, lost no time in getting the gang planks out and five minutes after the vessel was alongside the mail was being rushed to the ferries. In the meantime the passengers were still aboard and it was only due to the courtesy of the customs authorities that the mail was landed. It is now speeding across the continent and will be in New York in time to catch the mail boat for Europe.

There were 464 bags of Eastern and European mail on the steamship, so it is no wonder that there was a rush on the arrival of the steamship and that the passengers had to wait until the correspondence was landed.

The Ventura did not bring up a large cargo, but among it was 48 boxes of bullion, valued at over $750,000. Her first and second cabin passengers were:

From Sydney—Mrs. Caro Sutton, Captain C. E. Bancroft and wife, L. J. Davis and wife, H. J. Burris and wife, F. E. Elliott and wife, Master J. G. Burns, F. Earp, Comte of Schleiffen, Mrs. H. Stedham, Comte of Rogendorf, Comtesse of Rogendorf, J. H. Fawcett, R. L. Malcolm, J. H. Kitchen and wife, M. Marcus, Miss M. Lake, Captain H. M. Marcard, S. Learmouth, wife and three children, H. Rickards and wife, F. Shanasy, W. Shanasy, wife and son, Miss L. Wallen, Miss A. Wimble.

From Auckland—J. Adams and wife, L. Salmon, Baron Berthald and wife, G. H. Umfleville, A. Exshan, John Geil.

From Pago Pago—Lieutenant Commander E. J. Dorn and wife.

From Honolulu—G. A. Marshall, F. S. Knight and wife, Mrs. H. E. Donsett, the Misses Donsett, Hon. A. Fernandez, C. S. Halloway, Mrs. Halloway and maid, S. M. Ballou and wife, W. D. Baldwin, Mrs. W. E. Foster, Miss Thelma Parker, W. F. Love, F. S. Doernbecker and wife, Mrs. L. Weisman, Dr. F. B. Morrill, Miss E. Gay, G. Poucin and wife, Francis Brown, George Brown, F. J. Mudura and wife, Miss E. Swart, B. W. Howell, W. M. Carpenter, Mrs. Duterre, Miss M. Herrick, Miss Wilson, Miss Schuman, O. A. Baker, H. F. Beardmore, D. T. Parker and wife, W. C. Bunner, Mrs. E. L. Bunner, A. Searle, J. G. Rothwell and wife, F. B. Kellam, A. R. C. Dohrmann, S. C. Hammond, R. J. Thorn and wife, A. Raphael and wife.

From Sydney (second cabin)—H. J. Davis, wife and two children, Captain F. K. Lyon and wife, C. V. Rowe, L. A. Howes, J. McDermott, H. C. Smith, wife and three children, Mrs. Kitchen and infant, Mrs. C. Moss, Mrs. T. H. Ross and four children, H. Leeson and wife, R. L. Norman.

From Auckland (second cabin)—J. B. Beaston, James C. Henton, Mrs. M. Stewart, W. A. Browning, W. Hartland, M. Landstein, William Forsythe, Miss E. McGowan, W. F. Walker, E. Grave, wife and child, Elder Thomas Rampton.

From Honolulu (second cabin)—Elder J. L. Wilson, Mrs. A. A. Sherman, G. Hollister, Mrs. J. B. Williams and two children, J. O. Ficher, Mrs. F. Curtain, Mrs. McEntee, Mrs. O'Donnell, Miss M. Egan, Mrs. J. J. Wetmore, B. Vilam.

Among those who came home was Lieutenant Commander Dorn of the United States navy. He succeeded Captain Tilley when that officer came to San Francisco from Samoa, but has since been taken sick and is now home on a convalescing trip. He will return to Pago Pago as soon as his health has been restored. Captain Tilley will probably be acquitted of all the charges made against him and will then resume control of the Abarenda.

Another passenger was Harry Rickards, the well known Australian theatrical man. He owns vaudeville houses all over the Australian continent and comes here in search of attractions for his playhouses.

NEWS OF THE OCEAN.

Matters of Interest to Mariners and Shipping Merchants.

The French bark Amiral de Cornuller is chartered prior to arrival to load wheat at Portland for Europe, 42s; the Danish bark Prinsesse Marie, same, 39s 3d.

The schooner G. W. Watson will load lumber at Portland for Honolulu.

The French bark Briseux is chartered for wheat to Europe at 32s.

Internal Revenue.

The collections of internal revenue in this district during the month of October were as follows: Beer, $106,283; spirits, $196,530; tobacco, $25,455; documentary stamps, $21,486; proprietary stamps, $6252; miscellaneous, $24,604; total collections, $290,700; against $401,941 in October, 1900. Since January 1 these collections amount to $2,209,330, against $3,457,909 during the same period in 1900.

Notice to Mariners.

SAN PABLO BAY, CALIFORNIA.

Notice is hereby given that on November 2, 1901, the intensity of the Mare Island Strait shoal beacon light was increased by changing it from the temporary post-lantern to a fixed white lens-lantern light.

The light is located on the northerly side of the entrance to Carquinez Strait and on the easterly side of the entrance to Napa Creek from San Pablo Bay.

This notice affects the "List of Lights and Fog Signals, Pacific Coast, 1901," page 16, No. 38, and the "List of Beacons and Buoys, Pacific Coast, 1901," page 25.

HUMBOLDT BAY, CALIFORNIA.

Notice is hereby given that the outer end south jetty buoy, a first-class nun, painted red and numbered 2, which was recently replaced off the submerged end of the south jetty, entrance to Humboldt Bay, California, has again gone adrift. It will be replaced as soon as practicable.

This notice affects the "List of Beacons and Buoys, Pacific Coast, 1901," page 30.

By order of the Lighthouse Board.

J. B. MILTON,
Commander, U. S. N., Inspector Twelfth Lighthouse District.

Shipping Intelligence.

ARRIVED.

Monday, November 4.

Stmr Ventura, Haywards, 20 days 19 hours from Sydney, via Honolulu 6 days 16½ hours.
Stmr Alex Duncan, Smith, 12 hours from Moss Landing.
Stmr Celia, Adler, 22 hours from Albion.
Stmr Brunswick, Andresen, 23 hours from Eureka.
Stmr Samoa, Hansen, 17 hours from Caspar.
Stmr Scotia, Walvig, 11 hours from Bowens Landing.
Stmr Progreso, Harding, 100 hours from Seattle; Port Costa direct.
Stmr Fulton, Levinson, 65 hours from Columbia River.
Whaling stmr Alexander, Tilton, 18 days from Dutch Harbor.
Whaling stmr Narwhal, Comiskey, 12 days from Unalaska.
Aus stmr Maria, Hreglich, 4 days from Nanaimo.
Schr Mary C, Campbell, 8 hours from Bodega.
Schr Alpena, Birkholm, 8 days from Port Blakeley.
Schr Reliance, Franz, 23 days from Nome.

SAILED.

Monday, November 4.

Stmr Acme, Lundquist, ——.
Stmr Despatch, Johnson, ——.
Stmr Del Norte, Green, Crescent City.
Stmr Columbia, Doran, Astoria.
Stmr Wishtenaw, Parker, Tacoma.
Stmr Navarro, Olsen, Bowens Landing.
Fr bark Col de Villebois Mareuil, Le Dantec, Mistley.
Schr Sacramento, Gruggel, Siuslaw River, in tow stmr Acme.
Schr Newark, Crangle, Bowens Landing.
Schr J G Wall, Anderson, Eureka.

SPOKEN.

Oct 14, lat 9 N, lon 26 W—Br ship Wavertree, from Antwerp, for San Francisco.

Per U S stmr Meade—Oct 26, 4:20 p m, lat 37 31 N, lon 132 08 W, exchanged signals with Br bark bound south. Could not distinguish her flags. First two letters were N W.

MEMORANDUM.

Per schr Reliance, from Nome, Nov 4—Oct 24, at 6:40 a m, during heavy weather, Harry Maedment, aged 21, a native of Bristol, England, while at work on the bowsprit, the forestay parted, knocking him overboard. Boats were lowered, but he sank before help could reach him.

MISCELLANEOUS.

HONOLULU, Oct 25—Br ship Kinross, from Oyster Harbor, for Kihei, is reported as having gone ashore at Maalaea; probably not serious.

TELEGRAPHIC.

POINT LOBOS, Nov 4, 10 p m—Weather hazy; wind NW, velocity 6 miles.

DOMESTIC PORTS.

ASTORIA—Sailed Nov 4—Stmr Geo W Elder, for San Francisco.
SAN PEDRO—Arrived Nov 4—Schr J B Leeds, from Port Blakeley.
Sailed Nov 4—Stmr Ruth, for San Francisco.
VENTURA—Arrived Nov 4—Barge Santa Paula, in tow tug Rescue, hence Nov 2, and sailed Nov 4 for San Francisco.
PORT LOS ANGELES—Arrived Nov 4—Stmr Coquille River, from Fort Bragg.
Sailed Nov 4—U S stmr Alert, for San Francisco.
Arrived Nov 4—Schr Alveena, schr Tidal Wave, schr Whiteboro, stmr Santa Rosa.
Sailed Nov 4—Stmr Santa Rosa, for San Diego; schr Witeboro, for Eureka.
COOS BAY—Sailed—Stmr Empire, for San Francisco.
CASPAR—Arrived Nov 4—Stmr Luella, hence Nov 3.
PORT TOWNSEND—Sailed Nov 3—Bark St James, from Blaine, for New York; ship S' David, from Chemainus, for Adelaide; ship Benj Sewall, from Moodyville, for Fremantle.
Passed in Nov 4—Br stmr Teenkai, from Moji.
SEATTLE—Arrived Nov 3—Stmr South Portland, hence Oct 29; stmr Dirigo, from Skaguay; schr Thos F Bayard, from Nome, Nov 4—Stmr Dolphin, from Skaguay.
Sailed Nov 3—Stmr City of Seattle, for Skaguay; Br stmr Lincolnshire, for St Vincent.
Sailing of U S stmr Egbert was a mistake; not sailed.
Arrived Nov 4—Br stmr Teenkai, from Moji, Nov 2—Br stmr Glenfarg, from Shanghai.
SOUTH BEND—Sailed Nov 3—Schr Webfoot, for San Francisco.
TACOMA—Arrived Nov 4—Stmr Santa Ana, from San Francisco; stmr San Mateo, from San Francisco, via Seattle.
Sailed Nov 3—Ship S D Carleton, for Honolulu.
FORT BRAGG—Sailed Nov 4—Stmr W H Kruger, for San Francisco.
Arrived Nov 4—Stmr Chico, hence Nov 3.
Sailed Nov 4—Stmr National City, for San Francisco.
BOWENS LANDING—Sailed Nov 4—Schr Bender Bros, for San Francisco.

ISLAND PORTS.

HONOLULU—Arrived Oct 26—Br stmr Aorangi, from Victoria; schr Nokomis, from Port Gamble. Oct 27—Bktn Amelia, from Eureka; schr Helene, hence Oct 6; bktn Skagit, from Port Gamble; bark Carrollton, from Tacoma. Oct 28—U S stmr Solace, hence Oct 21; schr Maria E Smith, from Port Gamble; schr Dauntless, from Fairhaven. Oct 29—Schr W J Patterson, from Grays Harbor; stmr Ventura, from Sydney; Jap stmr America Maru, hence Oct 23.
Sailed Oct 23—Schr Spokane, for Port Gamble; schr R R Hind, for Port Townsend; bark Alden Besse. Oct 24—Bark Albert, for San Francisco. Oct 25—Ger ship Sirene, for Port Townsend; ship Florence, for Port Townsend. Oct 26—Bktn S N Castle, for San Francisco; Br stmr Aorangi, for Sydney; U S stmr Wisconsin, for Pago Pago.
To sail Oct 29—Bktn S G Wilder, for San Francisco; schr Mary Dodge, for Eureka.
KAHULUI—Sailed Oct 23—Stmr Californian, for Philadelphia.
MAHUKONA—Arrived Oct 24—Brig Galilee, hence Nov 2.
KIHEI—Arrived Oct 25—Br ship Kinross, from Oyster Harbor.
Sailed Oct 25—Ship John C Potter, for Tacoma.
LAHAINA—Arrived Oct 21—Bark Diamond Head, from Seattle.
ELEELE—Sailed Oct 25—Bktn Echo, for Columbia River.

FOREIGN PORTS.

SYDNEY—Sailed Oct 3—Br bark Aberystwith Castle, for Eureka.
In port Oct 15—Br ship Glenogle, Br ship Pitcairn Island, for Newcastle, Aus, and San Francisco; schr Inca, ship M P Grace, bktn Newsboy, for Newcastle, Aus, and Honolulu.
HOBART—Sailed Oct 9—Fr bark Asie, for Oregon.
NEWCASTLE, Aus—Sailed Nov 2—Bark Big Bonanza, for Acapulco.
In port Oct 15—Schr Alice McDonald, for Honolulu; bktn James Johnson, bktn Omega, schr Robert Searles, bark Sonoma, schr Susie M Plummer, for Honolulu; Br bark Craigerne, Fr bark Marie Molinos, Br bark Strathdon, for San Francisco; ship Star of France, for San Diego.
Sailed Oct 2—Schr Churchill, for Eleele. Sept 17—Br ship Clan Buchanan, for San Francisco. Oct 13—Bktn Encore, for Honolulu. Oct 2—Br ship Imberhorn, for San Francisco. Oct 13—Br bark Invercauld, for San Francisco. Oct 12—Br bark Inveramsay, for San Francisco. Nov 5—Schr Novelty, for Honolulu; Fr bark Prince Louis, for Honolulu.
Chartered to load—Br ship Crocodile, Br ship Windsore Park, for San Francisco; bktn Kohala, schr Susie M Plummer, for Hawaiian Isles.
Loading Oct 15—Schr Alice McDonald, bktn James J Johnson, bktn Omega, schr Robert Searles, bark Sonoma, schr Susie M Plummer, for Honolulu; Fr bark Marie Molinos, for San Francisco.
ACAPULCO—Sailed Nov 2—Br stmr Peru, for San Francisco.
PORT ADELAIDE—Arrived Nov 3—Ship St Frances, from Chemainus.
MAZATLAN—Arrived Oct 31—Schr Viking, hence Oct 11.
HAMBURG—In port Oct 10—Br ship Scottish Glens, for San Francisco.
TABLE BAY—In port Aug 23—Ital ship Ascensione, for Oregon.
Sailed Oct 9—Br bark Galgorm Castle, for Oregon; Br ship Dechmont, for Newcastle, Aus, and San Francisco.
TOCAPILLA—Sailed Oct 31—Br bark Castor, for Oregon.
PISAGUA—In port Oct 31—Br ship Mylomene, for San Francisco.
TAITAL—Sailed Sept 29—Br ship Latimer, for Oregon.
NAGASAKI—In port Oct 24—Ger ship Robert Rickmers, for Oregon.

OCEAN STEAMERS.

BOULOGNE SUR MER—Arrived Nov 4—Stmr Ryndam, from New York, for Rotterdam, and proceeded.
CUXHAVEN—Sailed Nov 4—Stmr Patricia, from Hamburg, for New York, via Boulogne Sur Mer and Plymouth.
NEW YORK—Arrived Nov 4—Stmr Peruvia, from Naples.
ST JOHNS, N F—Arrived Nov 4—Stmr Korean, from Glasgow and Liverpool, for Halifax and Philadelphia.
MOVILLE—Arrived Nov 4—Stmr Australian, from Montreal, for Liverpool.
CHERBOURG—Arrived Nov 4—Stmr Kron Prinz Wilhelm, from New York, for Bremen.
GIBRALTAR—Sailed Nov 2—Stmr Hohenzollern, from Genoa and Naples, for New York.

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.

TUESDAY, NOVEMBER 5.

Sun rises.....6:40
Sun sets.....5:07
Moon rises.....1:19 a. m.

Date	Time L W	Ft.	Time H W	Ft.	Time L W	Ft.	Time H W	Ft.
5	0:34	0.8	7:30	5.5	1:41	1.0	7:40	4.4
6	1:29	1.1	8:14	5.6	2:32	1.4	8:44	4.4
7	2:15	1.4	8:51	5.7	3:15	0.9	9:43	4.5
8	2:55	1.7	9:28	5.8	3:54	0.5	10:35	4.5
9	3:30	2.0	10:00	5.8	4:31	0.2	11:21	4.5
10	4:03	2.3	10:29	5.8	5:05	0.0	.....	.....
11	H W 0:06	4.5	L W 4:35	2.6	H W 10:53	5.8	L W 5:40	—0.1

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; the fourth 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 of 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.

Steamer Movements.

TO ARRIVE.

Steamer.	From.	Due.
Empire	Coos Bay	Nov. 5
Mandalay	Coquille River	Nov. 5
Aztec	Nanaimo	Nov. 5
Sequoia	Humboldt	Nov. 5
Horda	Oyster Harbor	Nov. 5
South Coast	Humboldt	Nov. 5
G. W. Elder	Portland and Astoria	Nov. 6
Pomona	Humboldt	Nov. 6
San Pedro	Humboldt	Nov. 6
Santa Rosa	San Diego & Way Pts.	Nov. 7
Point Arena	Point Arena	Nov. 7
Newburg	Grays Harbor	Nov. 7
Algoa	China and Japan	Nov. 7
Corona	San Pedro & Way Pts.	Nov. 7
Matteawan	Tacoma	Nov. 7
City of Puebla	Puget Sound Ports	Nov. 8
Hongkong Maru	China and Japan	Nov. 8
North Fork	Humboldt	Nov. 8
Santa Ana	Seattle and Tacoma	Nov. 8
Eureka	Humboldt	Nov. 8
Santa Barbara	Humboldt	Nov. 8
Totmes	Hamburg via W. Coast	Nov. 9
Peru	Valparaiso & Way Pts.	Nov. 9
Czarina	Seattle and Tacoma	Nov. 9
Alliance	Portland & Coos Bay	Nov. 10
Rival	Willapa Harbor	Nov. 10
State of Cal	San Diego & Way Pts.	Nov. 10
Columbia	Portland & Astoria	Nov. 11
Grace Dollar	Grays Harbor	Nov. 12
Walla Walla	Puget Sound Ports	Nov. 13
J. S. Kimball	Seattle and Tacoma	Nov. 14
San Blas	Panama & Way Ports	Nov. 14

TO SAIL.

Steamer.	Destination.	Sails.	Pier.
	November 5.		
Eureka	Humboldt	9 am	Pier 12
	November 6.		
Rainier	Puget Sound Ports	5 pm	Pier 2
J. S. Kimball	Seattle & Tacoma	10 am	Pier 2
State of Cal	San Diego & Way	9 am	Pier 11
	November 7.		
Empire	Coos Bay	4 pm	Pier 13
Senostris	Hamburg & Way	.....	S. W. 1
Gaelic	China and Japan	1 pm	PMSS
Curacao	Mexican Ports	10 am	Pier 11
Umatilla	Puget Sound Ports	11 am	Pier 9
	November 8.		
Pomona	Humboldt	1:30 p	Pier 9
Mandalay	Coquille River	.....	Pier 2
Sequoia	Humboldt	12 m	Pier 2
San Jose	Panama & Way	12 m	PMSS
	November 9.		
Corona	Newport & Way	9 am	Pier 11
Point Arena	Point Arena	2 pm	Pier 2
San Pedro	Humboldt	10 am	Pier 2
G. W. Elder	Astoria & Portland	11 am	Pier 24
	November 10.		
Santa Rosa	San Diego & Way	9 am	Pier 11
	November 11.		
Czarina	Seattle & Tacoma	5 pm	Pier 8
Iaqua	Humboldt	10 am	Pier 2
North Fork	Humboldt	12 m	Pier 2
Newburg	Grays Harbor	5 pm	Pier 2
	November 12.		
City Puebla	Puget Sound Ports	11 am	Pier 9
Sta. Barbara	Humboldt	10 am	Pier 2
	November 13.		
Peru	Valparaiso & Way	12 m	Pier 10
Rival	Willapa Harbor	5 pm	Pier 2
Alliance	Portland & Coos B.	9 am	Pier 3

FROM SEATTLE.

Steamer.	From.	Due.
Dolphin	Skaguay & Way Ports	Nov. 6
Farallon	Skaguay & Way Ports	Nov. 7
Bertha	Valdez & Kodiak	Nov. 10
City of Topeka	Skaguay & Way Ports	Nov. 11
City of Seattle	Skaguay & Way Ports	Nov. 11
Chas. Nelson	Skaguay & Way Ports	Nov. 13

Time Ball.

Branch Hydrographic Office, U. S. N., Merchants' Exchange, San Francisco, Cal., November 4, 1901.

The Time Ball on the tower of the Ferry building was dropped exactly at noon to-day, i. e., at noon of the 120th meridian, or at 8 p. m., Greenwich mean time.

J. T. McMILLAN,
Nautical Expert, in charge.

An appropriate wedding present for a bachelor is a copy of "Paradise Lost."

DARK MANTLE SHROUDS LONDON

Fog Blocks All Traffic in the British Capital.

Half of the United Kingdom Is Also in a Similar Predicament.

LONDON, Nov. 4.—A fog such as Great Britain has not experienced for years enveloped London and half the United Kingdom to-day, blockading shipping, deranging railways and throwing business in London, Birmingham and other provincial cities into confusion. So dense was it that a walk into the streets was an adventure.

The fog descended upon the metropolis and the suburbs so thickly that between 4 and 5 o'clock in the afternoon the principal avenues of traffic resembled the steam room of a Turkish bath. Hundreds of thousands of London's suburban population vainly endeavored to grope their way to the railway stations. The few who succeeded found the trains all stalled.

Around Trafalgar Square and the houses of Parliament scenes unparalleled for years were witnessed. Hundreds of omnibuses, cabs, carts and wagons formed an inextricable immovable mass. The mounted police, in trying to clear away the jam, got lost themselves. Many vehicles were in collision. The drivers, not knowing where they were, stood at the heads of their horses, patiently awaiting the lifting of the premature darkness.

Lanterns were at a premium, newsboys transformed their papers into temporary torches, highwaymen pursued their vocation, casualties were frequent and even hardened Londoners freely expressed a dread of the continuation of such fogs as those of to-day.

If the fog had not lifted somewhat toward night London would have been so congested that its housing resources, commodious as they are, would have been taxed beyond their limits by the forced accommodation of the fog-bound suburbanites.

Among children and old people the deleterious effects of such a continuous and exceptional fog can scarcely be estimated.

MORE WHALERS ARRIVE.

William Baylies Did Well and the Alexander Fairly Well.

Among the arrivals yesterday were three whalers. They were the steamers Karluk, Wm. Baylies and Alexander. The first named came home clean, while the Wm. Baylies made a good season. The Alexander took two whales, but the season was over as far as Captain Tilton was concerned when he was taken sick. At Dutch Harbor it was feared he would die from abscess of the liver, but he pulled through and yesterday made the following report of the outlook:

The season of 1901 has been a very trying one to those who are interested in whaling. With but two exceptions the ships engaged in the Arctic have made barely enough to meet their expenses. Owners and crews and underwriters have suffered also in the loss of the whaling steamers Balaena and Grampus, belonging to the Pacific Steam Whaling Company. The past year has been a very unusual one in many ways. Not only for the heavy weather of the fall, which was occasioned by an almost total absence of ice, many of the ships being forced to cruise so far north that we were entirely off the map, and also for the entire absence of whales to the eastward of longitude 16 degrees 50 minutes west, and the total failure of the Mackenzie River fleet.

The greater part of Arctic whalemen this year have returned like the average Nome prospector, poor in purse but rich in experiences, and of all countries Alaska is rich in experiences. This is the era of the full dinner pail, but the majority of the whalemen for the coming winter will no doubt subsist on the fruit of any economics they may have been fortunate enough to have practiced in better days and trust to the whaleman's mascot, luck, for a more successful voyage in 1902.

Benighted and Hungry.

"Tim" Gill, the well known saloon-keeper, purchased a yacht and renamed her Anna. Sunday he took a day off and decided upon a cruise. His wife and four friends went along, but neither wind nor tide favored, and the party got lost. Yesterday morning Gill did not show up at his place of business and his brother-in-law began to get anxious. No trace of the Anna could be found and the relatives of those aboard began to fear. A launch was hired and the boat was secured from Fort Point to the Alameda shoals. Finally on the Mission mud flats the boat was discovered and Captain Gill and his party of excursionists were landed at 10 a. m. yesterday, twenty-four hours out.

Launches for the Risdon.

The Risdon Iron Works will have three launches running between its works and the Potrero next week. It has procured a landing from the Harbor Commissioners at the Folsom-street bulkhead and as soon as Risdon No. 3 is finished the fleet will run from the company's own float. The new launches are the finest on the bay and No. 3 has a guaranteed speed of twelve knots. She will be fifty feet long with a nine-foot beam and something after the style of Peterson's Sybil, the ablest boat of her class in the bay.

Municipal administration is a matter of business and not one of party politics, still less is it a matter of class preferences. Consequently intelligent voters will cast their ballots for Tobin because he will give the city a business administration conserving the welfare of men of all parties and of all classes.

Water-Front Notes.

The United States gunboat Concord is down from the navy yard. She goes from here to Panama, where she will relieve the Iowa. The latter goes to Coquimbo for an overhauling.

The steam whaler Jeanie is going to make a trip to the canneries. She is the vessel that reached Nome before all the rest of the fleet, and Captain Mason received a handsome nugget from the passengers in recognition of his skillful navigation.

The salmon catch has been unusually heavy this year. So far 1,287,000 cases and 12,949 barrels have come from the north.

The Union Labor party, the Democrats and Republicans have broken away from the heads of their tickets and are going to vote for Dr. C. C. O'Donnell for Mayor. Write his name at the head of the blank column.

AMUSEMENTS.

Orpheum

ABSOLUTE NOVELTIES!

The Onllaw Trio, Burton's Acrobatic Comedy Dogs, The Lockos, Jessie Dale, Lillian Burkhart and Company, Miyo San, Harris and Walters, Beaux and Belles, and the Biograph.

SPECIAL! SPECIAL!

The latest election returns will be read from the stage to-night.

Reserved Seats, 25c; Balcony, 10c; Box Seats and Opera Chairs, 50c.

★TIVOLI★

TO-NIGHT and Every Evening at 8 Sharp. Matinees Saturday and Sunday at 2 Sharp.
THE NOVELTY OF THE AGE!

POLLARD'S AUSTRALIAN JUVENILE OPERA