STRONG POINTS FOR CONTESTANT

Servant Testifies That Kershow's Mind Was Unsound.

Claims That Narcotics Were Given to the Harvard Student.

Testimony which materially strengthens the case of the contestant was introduced yesterday afternoon in the Max Kershow will contest case, which occupied the entire session of Department 9 of the Superior Court. The testimony of John E. Roland, a colored servant who was in the employ of the deceased at the time of his death, was offered to show that Kershow was out of his mind on April 6 last, when the contested will is said to have been made. Roland occupied the stand during the whole of the afternoon.

Roland testified that he first came into the employ of Max Kershow at the Maison Riche in November, 1899, and that during the first few months of his connection with the deceased he frequently saw Rhea Gettings in Kershow's apartments. He stated that the late Harvard student's chief habit at that time, and on to the end of his life, seemed to be drinking. He said Kershow always had to have whisky by his bedside and that he indulged in champagne, absinthe and white wine. According to the witness, Kershow frequently consumed a bottle and a half of whisky during a single night.

A stubborn fight was made by the attorneys for Miss Gettings to prevent the admission of Roland's testimony regarding the narcotics administered to Kershow. They argued that he was not qualified in medical knowledge to judge whether the drugs administered to the deceased were narcotics or not. The court decided, however, that his testimony on the point was admissible. The witness testified that hypodermic injections were administered to the deceased twice each day and that they consisted of strychnine, cocaine and atropine.

COURTS ASKED TO SETTLE MARITAL DIFFICULTIES

Mrs. Nellie Paige Accuses Her Husband of Trying to Kill Her.

Nellie J. Paige filed a suit for divorce yesterday against William E. Paige, in which she makes sensational charges. She alleges that her husband has endeavored to make her commit crimes to obtain money. She believes she alleges, that her husband has killed two men, and that as he has an ungovernable temper she fears he will carry out the threats he has frequently made to kill her. She alleges that in April, 1899, her husband attacked her with a chisel, and that the blow he aimed at her head with the tool was of sufficient force to kill her had it struck her. The Paiges were married at Chicago in August, 1897.

Judge Seawell issued an order yesterday commanding Dennis Toboas to appear before him and show cause why he should not be punished for contempt for his failure to pay his wife $20 a month alimony, as he was ordered to do when she obtained a divorce in September, 1900. A deputy sheriff who has been looking for Toboas reported that he was unable to find him. Toboas is a painter, and it is believed he is in hiding in this city.

Divorces were granted yesterday to May J. McCarthy from Patrick McCarthy for desertion, Thomas J. Hardy from Anna Augusta Hardy for desertion, Carrie Schneider from Samuel Schneider for extreme cruelty and Josephine Jones from Charles Jones for desertion.

Suits for divorce were filed by Irene T. Powell against Lott C. Powell for intemperance, Edgar M. Eisfelder against Alice M. Eisfelder for desertion, Anna M. Bredersen against Edwin Bredersen for failure to provide, Emma Wolf against Percy Wolf for failure to provide, Maria Culotta against Salvator Culotta for desertion and Helen Sutherland against Fred B. Sutherland for desertion.

BOYS IN THE MISSION PLAY WILD INDIANS

Warrant Out for the Arrest of Fred Marsh for Disturbing the Peace.

M. Silverstein, 210 Somerset street, swore out a warrant before Judge Cabaniss yesterday for the arrest of Fred Marsh, a boy 15 years of age, on the charge of disturbing the peace. He wanted the charge made kidnaping, but the Judge would not accommodate him.

Silverstein was accompanied by his son, about eight years of age. The boy said that Marsh and two other boys accused him Saturday afternoon of stealing the sacks they used in playing baseball. He denied it, and they dragged him to a lonely part of the San Bruno road and tied him to a post and threatened to kill him if he did not tell where the sacks were. They struck him on the face and, pulling out their pocket knives, danced a war dance around him, jabbing at him with their knives.

Marsh's father heard the screams of the Silverstein boy and cut the ropes that bound him to the post. He ran home and told his father. He has been suffering from nervous prostration from his trying experience.

WOMAN PURCHASES PART OF THE HUNTER ESTATE

Pays Executors of Will $176,000 for Property Ordered Sold by Court.

Judge Troutt made an order yesterday confirming the sales of property belonging to the estate of Joan N. G. Hunter made by A. F. Morrison and Oliver B. Martin, executors of the deceased capitalist's will. Madge H. Fish, one of the purchasers, paid the estate $176,000 for several choice pieces of real estate, and James F. Flannery, the other purchaser, paid $17,500 for a lot, with improvements, on Third street near Folsom. The Ahlborn House, on Grant avenue, which was among the properties sold to Mrs. Fish, brought $92,000.

CHINAMAN RUNS AMUCK.—Gee Wing, an insane Chinaman, ran amuck on Washington street last night, armed with a carving knife. Police Officer Bunner succeeded in disarming him before any one was injured. He was taken to the Emergency Hospital to await examination by the Lunacy Commission.

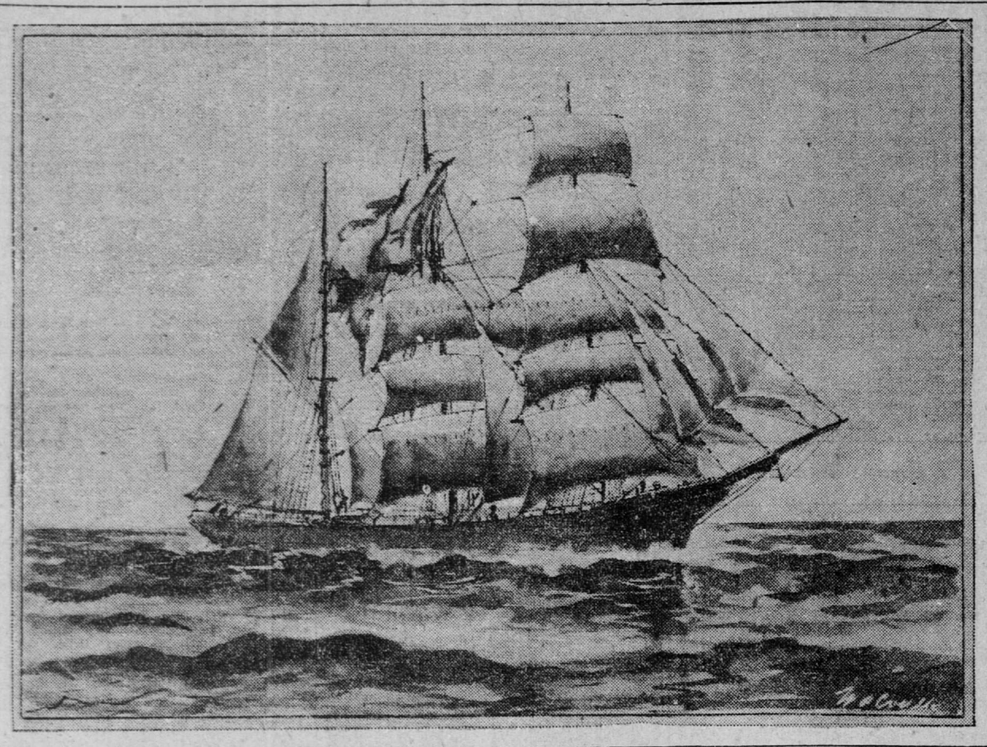
ADVERTISEMENTS.

Famous Doctor Urges Pyramid Pile Cure.

Dr. Williams, a prominent orificial surgeon, says: "It is the duty of every surgeon to avoid an operation if possible to cure in any other way, and after many trials with the Pyramid Pile Cure I unhesitatingly recommend it in preference to an operation." For sale by all druggists. Little book, "Piles, Causes and Cure," mailed free. Pyramid Drug Co., Marshall, Mich.

SIERRA AND DORIC END EXCITING RACE FROM THE HAWAIIAN ISLANDS

Coming Here From Australia and the Orient They Meet at Honolulu. Masters Assert There Was No Speed Contest, but Winner Touched the Record When She Made Port Ahead of Her Rival



BRITISH BARK FERNBANK IN TROUBLE. THE TIE OF THE MAIN TOPGALLANT YARD BROKE AND IN ITS FALL CARRIED AWAY THE LIFTS AND PARRAL, SMASHING THE ROYAL YARD IN TWO AND TEARING THE SAIL INTO RIBBONS.

THE Oceanic Steamship Company's Sierra and the Occidental and Oriental Steamship Company's Doric made port yesterday. The Doric had about an hour's start, but failed to reach port before sundown, while the Sierra at that hour was alongside the wharf and her mail was being rushed ashore in time to catch the overland.

The Doric and Sierra lay alongside each other in Honolulu. Neither captain said a word about a race, but every man on the ships knew that when the lines were cast off there was going to be some hustling in the engine-room. Last night there was no means of securing an official statement of the sailing hours, as the Doric, being the first vessel to sail, brought the papers and newspaper mail.

An hour after sailing the Doric was hull down on the horizon and about that time the Sierra started out on her stern chase. The captain of the Sierra saw his opponent leave amid a flourish of trumpets and blew him three whistles as a good-by. Yesterday he stood on the bridge as his vessel lay alongside the wharf and received the news that the Doric was "passing in." The latter vessel was scheduled to arrive this morning, but as usual got in a day ahead of time. The Sierra was scheduled to arrive yesterday morning, but was delayed between Sydney and Pago Pago by heavy weather, but made up her time by making the run between Honolulu and San Francisco in five days and twelve hours. By making time in this manner the English mail will easily reach New York on Saturday in time to catch the Campania.

The cabin passengers on the Sierra were:

From Sydney and Auckland—J. T. Arundell, A. E. Arkell, Mrs. E. Bauer, C. Bertram, Major Baron von Reitzenstein, E. R. Gaylor, E. L. Graves, Mrs. E. L. Graves, Miss Nina Graves, H. Harper, Mrs. W. Hassard, C. J. Ingram, W. J. Jackman, Mrs. W. J. Jackman, W. H. Lever, Mrs. W. H. Lever, Miss H. Lever, E. K. Mitting, E. D. Ponsford, Mrs. E. D. Ponsford, R. R. Patrick, Miss A. Schwennsen, Miss E. H. Tilletson, J. B. Van Holy.

From Sydney, Auckland and Pago Pago, second cabin—Miss M. A. Brown, E. J. Bavid, Mrs. Inen Cross and two children, W Fitz Osborne, A. R. Fowler, Mrs. A. R. Fowler, H. W. Fisher, P. Graves, Mrs. P. Graves and three children, James Giles, Mrs James Giles and two children, Miss Kate Irvine, Miss J. Johnstone, L. Mooney, Allan Mills, Mrs. Allan Mills, H. McMordie, J. McKenzie, Wm. Quayle, Miss E. C. Rock, Wm. Taylor, Mrs. Wm. Taylor, J. A. Taylor, Mrs. J. A. Taylor and children, Harry Walsh.

From Honolulu, first cabin—Rev. W. K. Azbill, Mrs. W. K. Azbill, H. B. Blanding, R. R. Berg, A. D. Baldwin, Rev. Father Boardman, J. J. Cannon, Mrs. L. L. Cook, Miss Cook, A. N. Campbell, E. A. Diehl, H. P. Dwyer, I. Erickson, Mrs. I. Erickson, J. P. Ferguson, P. F. H. Ferguson, K. Hirayama, T. K. Hunt, Mrs. T. K. Hunt, Miss F. Hall, A. H. Irvin, Rev. Father Maurica, U. S. A.; Chaplain W. Marvine, Mrs. W. Marvine and three children, Mrs. E. McLane, Miss McNear, Rev. Father McGevney, Mrs. N. J. Polmere and two children, J. P. Rich, Miss Russell, J. J. Sullivan, W. L. Stanley, J. W. Thomas, H. A. Weiss, Miss Willcox, R. W. Wilcox, W. P. Whitley, C. E. Blair.

The purser of the Sierra reports the death of United States Consul Osborne at Apia on October 27. He had been suffering from a complication of diseases for many months. The natives attended the funeral ceremonies in great numbers and the German authorities paid all possible respect to the memory of the deceased. The body was enbalmed and will probably be brought home on the United States battleship Wisconsin.

The United States ships Wisconsin, Solace and Abarenda were in port at Pago Pago when the Sierra arrived.

The Sierra ran into a heavy gale soon after leaving Sydney, N. S. W., and was hove to for several hours.

BARK FERNBANK IN TROUBLE.

Met With a Very Peculiar Accident Off Australian Coast.

The British bark Fernbank, which arrived from Australia yesterday, met with a most peculiar accident when a few days out. The captain said yesterday when talking about the affair:

Four days after leaving Newcastle, N. S. W., the tie of the main topgallant mast carried away and the yard fell. The force of the fall carried away the lifts and parral (the iron hook which goes around the mast and to which the yard is attached). The royal yard was smashed in two and the sail torn into ribbons. It was the most peculiar and unforeseen accident I have ever come across in all my life at sea. There was practically no wind at the time, and why the tie should part just at that particular time is a mystery. It's lucky there wasn't a gale blowing.

The Fernbank had fine weather to the equator and then had baffling winds for ten days. To the vicinity of Hawaii she had good breezes, but once north of San Francisco she met the southeaster that has been raging and had a hard time to port. The Fernbank is chartered to load wheat for Europe.

Steamship Doric Arrives.

The Occidental and Oriental Steamship Company's Doric arrived from the Orient last evening. She failed to make port before sundown so the Quarantine Officer did not board her and her passengers had to remain aboard all night. She brings no passengers from the Islands, but has considerable correspondence and newspaper matter that business men are now wishing was aboard the Sierra.

City of Sydney Arrives.

The Mail Company's City of Sydney arrived from Panama and way ports yesterday morning. The Compania Sud Americana de Vapores' Palena left the isthmus an hour after the Sydney, but she got in Sunday morning. Captain McLean explains the difference in time by saying that the Mail Company will not allow the vessel to run beyond a certain speed. Those who came up on the Sydney were:

William A. Holbeck, Trinidad de Annio, Julius H. Ellis, Ercelia Montalvo and Otto Frese.

Besides these she brought seven up in the steerage. Her cargo consisted of fish, coffee, fruit, indiarubber and indigo and $87,578 in treasure, consigned to San Francisco banks.

Troubles of the Alexander.

It was stated in this paper several days ago that the schooner Alexander left here in tow of the steamer National City with a partial crew and not fully provisioned. The supposition being that the vessel on her arrival at the port of lading would receive her full complement. The facts of the matter are that the Alexander left here with a full crew and was provisioned for seven months. When off her port of destination the captain of the National City would not take the schooner in, claiming the bar was dangerous, so the Alexander had to anchor outside, while the National City passed in. During the night a gale sprang up and the Alexander was blown out to sea. Since that time she has not been heard from. She was well found, however, and will probably show up again in a day or so.

NEWS OF THE OCEAN.

Matters of Interest to Mariners and Shipping Merchants.

The bark Andrew Welch will load merchandise at this port for Honolulu; the schooner Salvator, lumber at Everett for Salina Cruz.

Barley for Europe.

The British ship Thalatta was cleared yesterday for Queenstown for orders with 61,005 ctls barley valued at $53,500 and 21,000 ft lumber as dunnage valued at $280.

Merchandise for West Coast and Europe.

The Kosmos Line's steamer Ramses was cleared yesterday for Hamburg and way ports with a general cargo valued at $24,213, manifested and destined as follows: For Central America, $10,014; Ecuador, $4532; Peru, $4420; Chile, $4002; Hamburg, Germany, $1245. The principal exports were as follows:

To Central America—464 bbls flour, 213 gals wine, 13 pkgs hardware, 291 pkgs pipe, 13 pkgs tar, 90 lbs butter, 1290 gals coal oil, 85 pkgs paints and oils, 13 pkgs groceries and provisions, 587 lbs ham, 22 cs canned goods, 1265 lbs zinc, 258 lbs seed, 137 lbs nuts, 468 lbs spices, 21 reels wire, 6 kegs staples, 138 cs whisky, 100 cs 50 kegs powder, 400 lbs raisins, 300 lbs millstuffs, 10,000 lbs salt, 251 lbs soda, 14 cs caps and fuse, 50 bbls cement, 312 pkgs tank material, 72 pkgs machinery, 19 bdls steel, 106 lbs bread, 30 cs gasoline, 2 cs liquors, 24 pkgs assaying material, 6 pkgs green fruit, 978 lbs dried fruit.

To Ecuador—175 gals wine, 1000 bbls flour, 56 cs whisky, 40 bxs candles, 270 lbs codfish, 2 drums acid, 30 cs salmon, 20 cs canned goods.

To Peru—9633 lbs dried fruit, 5000 railroad ties, 100 cs soap, 5279 lbs grease, 4 rolls leather, 4 pkgs groceries and provisions, 24 pkgs hardware, 23 cs paint, 60 cs whisky, 1 cs dry goods, 92 cs canned goods, 13 pkgs harness, 74 cs salmon.

To Chile—558 bbls flour, 655 cs salmon, 1000 lbs lard, 2500 lbs codfish, 1199 lbs axle grease, 1169 lbs rope grease.

To Hamburg, Germany—2109 lbs beeswax, 15 pkgs household goods.

Notice to Mariners.

POINT ARGUELLO, CALIFORNIA.

Notice is hereby given that Point Arguello whistling buoy, painted red and lettered "Pt. A." in white, recently moored 1¼ miles WSW. of Point Arguello light station, California, was found adrift and has been picked up. Notice will be given hereafter as to whether or not this buoy will again be replaced.

This notice affects the "List of Beacons and Buoys, Pacific Coast, 1901," page 14.

By order of the lighthouse board.

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

POINT PINOS, CALIFORNIA.

Notice is hereby given that Point Pinos whistling buoy, painted red and lettered "Pt. P." in white, heretofore moored about ¾ mile NW. ½ W. of Point Pinos light station, California, has gone adrift. At last accounts the buoy was drifting westward and sounding. It will be recovered if possible and replaced at the earliest date practicable.

This notice affects the "List of Beacons and Buoys, Pacific Coast, 1901," page 16.

By order of the lighthouse board.

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

Shipping Intelligence.

ARRIVED.

Sunday, November 24.

Schr S Danielson, Larsen, 4 days from Big River.

Monday, November 25.

Stmr Sierra, Houdlette, 21 days from Sydney, via Honolulu 5 days 13 hours.

Stmr Santa Ana, Strand, 99 hours from Tacoma, via Seattle 97 hours.

Stmr Meteor, Jensen, 4 days from Ladysmith.

Stmr Homer, Donaldson, 27 hours from Eureka.

Stmr City of Sydney, McLean, 22 days 22 minutes from Panama, via Mazatlan 5 days 14 hours 29 minutes.

Stmr Rival, Olsen, 108 hours from South Bend.

Stmr Newsboy, Ahlstrom, 31 hours from Eureka.

Br stmr Doric, Smith, 27 days 19 hours 28 minutes from Hongkong, via Yokohama 16 days 22 hours 30 minutes, via Honolulu 5 days 13 hours 55 minutes.

Schr Mary C. Campbell, 6 hours from Bodega.

Schr Rio Rey, Hagenah, 3 days from Byxbee Landing.

CLEARED.

Monday, November 25.

Ger stmr Ramses, Bielenberg, Hamburg and way ports; J D Spreckels & Bros Co.

Br ship Thalatta, Partridge, Queenstown; Strauss & Co.

SAILED.

Monday, November 25.

Stmr Brunswick, Andresen, Eureka.
Stmr Matteawan, Croscup, Tacoma.
Stmr Eureka, Jessen, Eureka.
Stmr Asuncion, Evans, Tacoma.
Stmr Luella, Madsen, Caspar.
Stmr Alcazar, Martin, ——.
Stmr South Coast, Olsen, ——.
Ger stmr Ramses, Bielenberg, Hamburg, etc.
Barge Santa Paula, McGovern, Ventura, in tow tug Rescue.

SPOKEN.

Oct 2, lat 3 N, lon 31 W—Br ship Laomene, from Antwerp, for Port Los Angeles.
Oct 22, lat 15 S, lon 62 W—Br ship Socotro, from Antwerp, for San Francisco.

TELEGRAPHIC.

POINT LOBOS, Nov 25, 10 p m—Weather cloudy; wind SE, velocity 14 miles per hour.

DOMESTIC PORTS.

VENTURA—Arrived Nov 24—Stmr Geo Loomis, hence Nov 23.
Sailed Nov 24—Stmr Geo Loomis, for San Francisco.
SAN PEDRO—Arrived Nov 25—Stmr Ruth, from Bowens Landing.
COOS BAY—Sailed Nov 24—Stmr Empire, for San Francisco.
PORT GAMBLE—Arrived Nov 25—Schr Compeer, from Hilo.
PORT TOWNSEND—Arrived Nov 25—Schr Lottie Bennett, from Guaymas; bktn Katie Flickinger, from Mollendo.
Passed inward Nov 25—Ger ship Alster, from Santa Rosalia.
GRAYS HARBOR—Arrived Nov 22—Schr John A., hence Nov 15. Nov 23—Schr Chas R Wilson, hence Nov 16. Nov 24—Schr Roy Somers, hence Nov 18; schr Grace Dollar, hence Nov 21.
Arrived Nov 25—Schr Lottie Carson, hence Nov 20.
SEATTLE—Sailed Nov 24—Stmr Humboldt, for San Francisco.
Arrived Nov 24—Stmr John S Kimball, hence Nov 21; stmr Pleiades, hence Nov 21.
EUREKA—Arrived Nov 24—Stmr Pomona, hence Nov 23; stmr Pasadena, from San Pedro.
Sailed Nov 24—Schr Eva, for Hilo; stmr Aberdeen, for San Francisco; stmr Homer, for San Francisco.
Sailed Nov 25—Stmr Pomona, for San Francisco; schr Peerless, for Santa Barbara; schr J G Wall, for San Francisco.
Arrived Nov 25—Stmr Wetmort, hence Nov 24.
ASTORIA—Arrived Nov 25—Nor stmr Guernsey, from Manila; Nor stmr Tiger, from Port Arthur.
Sailed Nov 25—Br ship Nelson, Fr barks Bourbaki and Marechal Davout, Nor ship Albania and Ger bark G H Wappaus, for Queenstown; Br ship Lady Isabella, for East London; Br stmr Adato, for Manila; stmr Signal, for San Francisco; stmr Arctic, for San Francisco.
FORT BRAGG—Arrived Nov 25—Stmr Coquille River, hence Nov 24.
Sailed Nov 25—Stmr Fulton, for Astoria.
PORT HADLOCK—Arrived Nov 25—Bktn J M Griffiths, hence Nov 16.
SAN DIEGO—In port Nov 25—Br bark Formosa, for San Francisco, to load for United Kingdom.
Arrived Nov 25—Bark Coloma, from Eureka.
Sailed Nov 25—Schr Una, for Coos Bay.
TACOMA—Arrived Nov 24—Stmr Czarina, from Seattle. Nov 25—Stmr John S Kimball, hence Nov 21; Ger ship Alster, from Santa Rosalia.
PORTLAND — Arrived Nov 25—Nor stmr Tiger, from Port Arthur; Nor stmr Guernsey, from Manila.
CASPAR—Sailed Nov 25—Stmr Navarro, for San Francisco.

ISLAND PORTS.

HONOLULU—Sailed Nov 14—Br stmr Gaelic, for Yokohama; schr Marie E Smith, for Port Gamble. Nov 15—Ship Carrollton, for Tacoma. Nov 16—Stmr American, for Seattle. Nov 17—Bark Annie Johnson and ship Emily F Whitney, for San Francisco.
Sailed Nov 17—Schr Chas E Falk, for Port Townsend; schr W J Patterson, for Astoria.
Arrived Nov 14—Bark Santiago, hence Nov 3; Br stmr Gaelic, hence Nov 7. Nov 17—Ger ship Lita, from Hamburg; schr Aloha, from Kalula; bktn Archer, hence Nov 2. Nov 19—Br stmr Doric, from Yokohama. Nov 19—Stmr Sierra, from Sydney.
KAHULUI—In port Nov 16—Bark W B Flint.
Sailed Nov 12—Bktn Jas Tuft, for Port Townsend.
HILO—Arrived Nov 12—Bark St Katherine, hence Oct 29.

EASTERN PORT.

NEW YORK—Arrived Nov 24—Bark Nuuanu, from Philadelphia.

FOREIGN PORTS.

NEWCASTLE, Aus—Sailed Nov 21—Br ship Drummuir, for San Francisco. Nov 24—Br ship Drumcraig, for San Francisco. Nov 23—Schr Inca, for Honolulu.
Arrived Nov 25—Ship Mary L Cushing, from Cape Town.
Arrived Nov 25—Ship Yosemite, from Melbourne.
Sailed Oct 25—Br ship Afghanistan, for San Francisco. Oct 23—Schr Alice McDonald, for San Francisco. Oct 5—Br ship Balmoral, for San Francisco. Oct 2—Schr Churchill, for Eleele. Oct 16—Br ship Craigerne, for San Francisco. Oct 12—Bktn Encore, for Honolulu. Oct 11—Br bark Forthbank, for San Francisco; Br bark King Alfred, for San Francisco. Oct 22—Bktn J L Eviston, for Kahului. Oct 21—Schr Jas Johnson, for Honolulu. Oct 29—Br bark Limeria, for San Francisco. Oct 20—Schr Robert Searles, for Eleele. Oct 25—Ship Star of France, for San Francisco. Oct 15—Br bark Strathdon, for San Francisco. Oct 25—Schr Susie M Plummer, for Mahukona.
Loading Nov 4 for Honolulu—Bktn Alta, bark Scinoma, bktn Newsboy.
Loading Nov 4—Br ships Chiltonford, Drumcraig, Glenogil and Windsor Park, Fr bark Marie Molinos, ship M F Grace, Br bark Pitcairn Island and ship Star of Bengal, all for San Francisco.
IQUIQUE—Arrived Nov 23—Schr Fred E Sander.
YOKOHAMA—Sailed Nov 23—Stmr Peru, for San Francisco.
VALPARAISO—Sailed Nov 19—Br ship Boadicea, for Tacoma. Nov 20—Br ship Glenreicht, for Puget Sound. Nov 19—Ger ship Peru, for San Francisco.
Arrived Nov 4—Br stmr Colombia, hence Sept 28.
In port Oct ——, Br bark Donna Francisca, for Astoria.
PRAWLE POINT—Passed Nov 23—Br bark Killoran, from Shields, for San Francisco.
LIZARD—Passed Nov 23—Ger bark Paul Isenberg, from Bremen, for Honolulu.
LEITH—Arrived Nov 23—Br stmr Cymbeline, hence Aug 30; Br stmr Oak Branch, hence Sept 5.
HULL—Arrived Nov 22—Br ship Cardiganshire, hence July 12; Br ship Dowan Hill, hence June 27.
HAMBURG—Arrived Nov 24—Br bark Niveile, from Oregon.
NANAIMO—Arrived Nov 24—Stmr Mineola, from Port Los Angeles.
To sail Nov 25—Nor stmr Titania, for Port Los Angeles.
SHANGHAI—Arrived Nov 8—Br stmr Argyll, from New York, for Puget Sound.
FREMANTLE—In port Oct 15—Br bark Bruneol, for Newcastle and Oregon.

OCEAN STEAMERS.

NEW YORK—Arrived Nov 25—Stmr Astoria, from Glasgow and Moville; stmr Buenos Ayres, from Glasgow.
BOSTON—Arrived Nov 25—Stmr Commonwealth, from Liverpool.
HARWICK—Arrived prior to Nov 22—Stmr Imogen, from San Francisco.
ST VINCENT, C V—Arrived prior to Nov 25—Stmr Anubis, from San Francisco, for Hamburg.
CHERBOURG—Arrived Nov 25—Stmr Kaiser Wilhelm der Grosse, from New York, for Bremen.
Sailed Nov 24—Stmr Pennsylvania, for New York.
HAMBURG—Sailed Nov 22—Stmr Pennsylvania, for New York.
GLASGOW—Sailed Nov 23—Stmr Pretoria, for New York.
SCILLY—Passed Nov 25—Stmr Bulgaria, from Hamburg, via Cuxhaven, for New York.
SAGHES—Passed Nov 25—Stmr Hohenzollern, from New York, for Gibraltar, Naples and Genoa.
BROWHEAD—Passed Nov 25—Stmr Ultonia, from Boston, for Liverpool.

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 26.

Sun rises.....7:02
Sun sets.....4:53
Moon rises.....0:00 p. m.

Date	Time H W	Ft.	Time L W	Ft.	Time H W	Ft.	Time L W	Ft.
26 ..	0:03	4.9	4:33	2.7	10:45	6.7	5:41	—1.4
27 ..	0:55	4.9	5:24	2.8	11:32	6.6	6:33	—1.4
28 ..	1:48	4.9	6:17	3.0	12:25	6.3	7:24	—1.1
29 ..	2:39	5.1	7:15	3.0	1:19	5.9	8:14	—0.8
30 ..	3:30	5.2	8:24	3.0	2:20	5.4	9:06	—0.3
1 ..	4:21	5.3	9:43	2.9	3:30	4.8	9:59	0.3
2 ..	5:10	5.4	11:04	2.5	4:44	4.3	10:51	0.8

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. 26
Washtenaw...	Tacoma	Nov. 26
Pomona.....	Humboldt	Nov. 26
South Portland	Seattle	Nov. 26
G. W. Elder...	Portland & Astoria...	Nov. 26
Curacao.....	Mexican Ports.....	Nov. 27
North Fork....	Humboldt	Nov. 27
Acme.....	San Pedro.....	Nov. 27
Crescent City..	Crescent City.....	Nov. 27
Eureka.....	Humboldt	Nov. 28
Despatch.....	San Pedro.....	Nov. 28
Walla Walla...	Puget Sound Ports.....	Nov. 28
Santa Rosa....	San Diego & Way Pts.	Nov. 28
Point Arena...	Point Arena.....	Nov. 28
Corona.....	San Pedro & Way Pts.	Nov. 28
Arcata.....	Coos Bay & Pt. Orford	Nov. 29
Czarina.....	Seattle & Tacoma.....	Nov. 30
Edith.....	Seattle	Nov. 30
Santa Barbara	San Pedro.....	Nov. 30
Columbia.....	Portland & Astoria.....	Dec. 1
Coronado.....	Grays Harbor.....	Dec. 1
J. S. Kimball..	Seattle & Tacoma.....	Dec. 1
Pleiades.....	Seattle	Dec. 1
State of Cal...	San Diego & Way Pts.	Dec. 1
Argyll.....	Panama & Way Ports.	Dec. 2
Chile.....	Valparaiso & Way Pts.	Dec. 3
Nippon Maru..	China and Japan.....	Dec. 3
Umatilla.....	Puget Sound Ports.....	Dec. 3
Acapulco.....	Panama & Way Ports.	Dec. 4
Rainier.....	Seattle via N. Whatcm	Dec. 4

TO SAIL.

Steamer.	Destination.	Sails.	Pier.
	November 26.		
W. H. Kruger	Tillamook Bay.....	12 m	Pier 13
Ramses.....	Hamburg & Way..	— pm	Pier 27
Iaqua.....	Humboldt	10 am	Pier —
Chico.....	Astoria & Portland	5 pm	Pier 13
Rival.....	Willapa Harbor.....	5 pm	Pier 2
	November 27.		
Acme.....	Tillamook Bay.....	5 pm	Pier 2
Mandalay....	Coquille River.....	5 pm	Pier 2
State of Cal..	San Diego & Way.	9 am	Pier 11
City Puebla..	Puget Sound Ports	11 am	Pier 9
	November 28.		
Empire.....	Coos Bay.....	12 m	Pier 13
Pomona.....	Humboldt	1:30 p	Pier 9
Santa Ana...	Seattle & Tacoma..	10 am	Pier 2
	November 29.		
G. W. Elder...	Astoria & Portland	11 am	Pier 24
Palena.....	Valparaiso & Way.	12 m	Pier 19
San Blas.....	Panama & Way.....	12 m	PMSS
Australia.....	Tahiti direct.....	10 am	Pier 7
	November 30.		
Sta. Barbara	Humboldt	2 pm	Pier 2
Eureka.....	Humboldt	9 am	Pier 13
Point Arena..	Point Arena.....	2 pm	Pier 2
Corona.....	Newport & Way...	9 am	Pier 11
North Fork..	Humboldt	9 am	Pier 2
Totmes.....	Hamburg & Way.	— pm	Pier 27
	December 1.		
Arcata.....	Coos B. & Pt. Orf'd	.....	Pier 13
Santa Rosa..	San Diego & Way.	9 am	Pier 11
Despatch.....	Seattle & Fairhav'n	.....	Pier 16
	December 2.		
Walla Walla.	Puget Sound Ports.	11 am	Pier 9
	December 3.		
Doric.....	China & Japan.....	1 pm	PMSS
	December 4.		
Columbia.....	Astoria & Portland	11 am	Pier 24

FROM SEATTLE.

Steamer.	From.	Due.
Dolphin.....	Skagway & Way Ports.	Nov. 26
Al-Ki.....	Skagway & Way Ports.	Dec. 2
Dirigo.....	Skagway & Way Ports.	Dec. 4
Bertha.....	Valdez & Kodiak.....	Dec. 10

Time Ball.

Branch Hydrographic Office, U. S. N., Merchants' Exchange, San Francisco., Cal., November 25, 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.

W. H. STANDLEY,
Lieutenant, U. S. Navy, in Charge.

SUPREME COURT ENDS DISPUTE

Hattie Trundle's Heirs Lose Bequest of Thousands.

Their Procrastination Proves of Value to Sutro Estate.

By a decision of the Supreme Court rendered yesterday the heirs of Hattie A. Trundle cannot collect the $50,000 which was bequeathed to her by Adolph Sutro. It is held that the claim should have been presented when the will of the millionaire was offered for probate, and that while the demand is undoubtedly a just one it cannot be supported by law.

In July, 1879, at Virginia City, Nev., Sutro and his wife assaulted Hattie Trundle. It is alleged in the complaint that she was brutally beaten and that her assailants called her scandalous names before numerous witnesses. She notified the Sutros that she would bring suit for damages. They asked her to refrain from going to law and stipulated that if she would do so they would make ample reparation. It is stated that after numerous consultations she was prevailed upon to forego the suit and accept $50,000 for her physical and mental anguish.

The money did not materialize and Sutro promised that the agreement should be fulfilled in time. True to his promise, he made a $50,000 bequest to Mrs. Trundle in his will, stating the reason for which it was given. The will was offered for probate, but Mrs. Trundle failed to present her claim. She died intestate and her heirs brought suit against Emma L. Merritt and W. R. H. Adamson, who were chosen to execute the provisions of the will of Adolph Sutro.

The suit is based on the alleged contract which existed between the Sutros and Mrs. Trundle. According to the statutes, such a contract becomes outlawed at the end of two years, exclusive of the time of non-residence. The Supreme Court holds that the suit cannot be maintained upon an obligation which has been extinguished as this was, legally, by the bequest.

The settlement, if there is to be one, must be in the Probate Court. Since the claim was not presented at the proper time, it seems likely therefore that Mrs. Trundle's heirs will have to exist without that $50,000.

The Difference Between

An experienced traveler and an amateur is that the former has the knack of properly equipping himself. We can fit you with dress suit cases, traveling rolls, valises, combs, brushes, lap tablets, pocketbooks, cameras and toilet articles so that your trip will be agreeable throughout. Sanborn, Vail & Co., 741 Market street.

WARM PRAISE FOR HARRIMAN

Banker Mills Commends Southern Pacific President.

Oregon Capitalist Says His Regime Will Benefit California.

A. L. Mills, banker, of Portland, Or., and a director of the Oregon Railroad and Navigation Company, is in town and is staying at the Palace. He is here on pleasure and yesterday arrived from Del Monte, accompanied by his wife.

Although the Oregon Railroad and Navigation Company is controlled by Harriman, Mr. Mills does not know the railway magnate. The company was organized under the laws of Oregon and eight of the fifteen directors live in Portland, the rest being residents of New York City.

Mr. Mills thinks Harriman will make a good president of the Southern Pacific Company and help California. He said:

With Harriman as president of the company we can look for great improvements. Most people are afraid of railroads and yet when they come to consider there are laws and Legislatures to protect the public and see that it is not imposed upon by unjust rates.

Consolidations are also good for the people. When there are railroad wars the people in the end are the losers. An example of this is furnished by the Standard Oil Company. This corporation controls nearly the entire oil industry and yet it finds that with low rates it does more business and gets larger returns than by trying to impose on the public.

One thing more that possibly the general public is not aware of is that there is no Oregon Railroad and Navigation stock on the market. All the shares are owned by the Union Pacific Company, with a few exceptions. Some time ago the Union Pacific went into the market and bought up all the available stock.

Director Mills leaves to-morrow for Portland. He is delighted with California.

CORPORATIONS ORDERED TO ISSUE CERTIFICATES

Judge Hebbard Decides That Duplicates Must Be Made of Lost Papers.

Judge Hebbard rendered a decision yesterday in the suit instituted by Mary S. Horner and P. Boland, as administrator of the estate of Eliza M. Wilson, against the Spring Valley Water Works and the Pacific Gas Improvement Company to compel the corporations to issue duplicate certificates of stock, the originals of which, the plaintiffs claimed, Mrs. Wilson had lost.

The corporations demurred to the complaint on the ground that they were not allowed to issue the certificates, because they had no proof that the originals had been lost. Judge Hebbard holds that the companies must issue the stock, and disposes of the claim made by the corporations that if the originals at any time in the future appeared an overissue of stock would result.

Charges Against Policemen.

Charges have been preferred by Captain Spillane before the Police Commissioners against Policemen Nicholas J. Barry and Richard H. Beamer. Barry is accused of being absent from his beat for two hours on the night of November 19, which, it is alleged, he spent in the White Star laundry, 335 Eighth street. Beamer is also charged with being absent, the time being fifty minutes, which, it is alleged, he also spent in the same laundry and was found asleep there by the sergeant. Lieutenant Birdsall has also preferred a charge against Policeman Robert Lean for unofficerlike conduct in using abusive language and wanting to fight W. Barrett, a conductor on the Geary-street line, on the night of November 10.

###