RAISIN GROWERS ALIGN FORCES

Lively Contest Expected at the Association Meeting.

President Kearney Will Be the Storm-Center in Fresno.

Special Dispatch to The Call.

FRESNO, April 6.—The annual meeting of the California Raisin Growers' Association is called to meet in this city to-morrow morning, and a battle royal is on between the opposing factions of the association, one working strenuously to secure a quorum, and the other working just as strenuously to prevent it. At the head of this second faction is President Kearney. The leaders of the other faction are C. Gaines, D. D. Allison, Robert Boot, and other well-known growers, besides many outside parties.

Peace and harmony have never existed among the members of the Raisin Growers' Association. When it was first organized four years ago 75 per cent of the growers were members, and out of the demoralized conditions of the previous years, when growers were having hard work to secure 1 cent per pound for raisins in the sweat box, it rose to sufficient power to demand from the packers 5 cents per pound, and got it. All the plans were carried out by the board of directors of the association with M. Theodore Kearney at the head.

Then came discord. Outside growers dealt with outside packers and managed to secure even better rates than the association was able to obtain. The association grower deplored the fact that he belonged to an association that gave him but 5 cents for his raisins when his neighbor was getting 5½ cents. At a meeting two years ago President Kearney tendered his resignation. He was, however, induced to accept the position again.

Cause of the Dispute.

The season of 1900-1901 was one in which harmony prevailed and prosperity seemed to be settling upon the raisin grower. A new contract had been formed, and 92 per cent of the growers had been induced to sign. Good prices had been obtained for all the raisins. But friends of this contract were displeased when a new contract operating under the corporation laws of the State of New Jersey was drawn up. This contract was a lease by each grower of his vineyard to the directors of the association. The directors had complete control of the vineyard, it being within their power to say just how it should be plowed, pruned, cultivated and cared for generally. It also provided that one-half a cent a pound of all money received for raisins should go into the treasury of the association, the object being, as President Kearney explained, to get a fund for the erection of growers' packing-houses, distilleries, etc., not to be built unless it became necessary to do so in order to control the packers.

The new lease met with very little favor. There was still a quarter of a million dollars due growers from the previous season's crop, and a large quantity of raisins still unsold. President Kearney was in Europe. Cablegrams and letters arrived from him often, urging the growers to sign the new lease. When he returned to New York he kept the wires busy with long dispatches to the growers here, and said that he would smash the Eastern market and sell raisins at 2 cents. The statement had no effect in inducing signatures, and so the association president proceeded to carry it into effect to the extent of cutting prices to about 2½ cents. He asserts it was done in order to preserve the association and to prevent the growers outside of the association from getting better prices for their raisins than the association members. His opponents took a different view, asserting it was merely a method of attempting to coerce the growers.

Association Is in Peril.

All during the grape-picking season of the past year meetings of the raisin growers were held frequently, many being exceedingly stormy. The Kearney faction succeeded in securing the signatures of 56 per cent of the growers to the new lease, but this was not sufficient, and the association had to handle the greater part of the crop under the contract of the previous year. The discussion has at last come down to one of Kearney or the association. A large number of the growers now assert that if Kearney continues as the president of the association, there will be no association. Kearney's friends say that no one else in the country is capable of conducting the work, and that without Kearney there can be no association.

There have been several meetings of the growers lately, and at each one of them there have not been enough members of the association to form a quorum. Upon to-morrow's meeting hinges the future of the association. It will then be decided who are to be the association's officers for the next year. The nominations for the board of directors have all been made, and Kearney is not one of the nominees. And this, too, has given rise to a great deal of feeling. But the bitterest feeling of all has been created by the attitude taken by Kearney toward the meeting to-morrow. He holds office at a salary of $6000 a year under the old contract, which still has one year to run, unless it shall in the meantime be suspended by the general signing of the new contract. In case the new directors are not elected, which can be prevented only by the failure to secure a quorum to-morrow, he will continue in his present capacity, in which, however, he has consented to serve without salary.

Petitions signed by business men and by the Fresno Chamber of Commerce have been sent to every grower in the district, urging him to be present at the meeting. The business men are solid against the effort to prevent the meeting.

Ethel Barrymore's Close Call.

BOSTON, April 6.—Ethel Barrymore, the star of "Captain Jinks of the Horse Marines" at the Boston Museum, narrowly escaped being poisoned yesterday afternoon. The actress had a bottle of ammonia in her dressing-room and by mistake it was put in the place of a bottle of medicine. Just before the matinee she swallowed a little of the wrong liquid. However, she felt no serious effects from the potion.

ADVERTISEMENTS.

Distress After Eating

Nausea between meals, belching, vomiting, flatulence, fits of nervous headache, pain in the stomach, are all symptoms of dyspepsia, and the longer it is neglected the harder it is to cure it.

Hood's Sarsaparilla and Pills

Radically and permanently cure it—strengthen and tone the stomach and other digestive organs for the *natural* performance of their functions.

Testimonials of remarkable cures mailed on request. C. I. HOOD CO., Lowell, Mass.

E W Grove

This signature is on every box of the genuine Laxative Bromo-Quinine Tablets the remedy that cures a cold in one day.

BONES SURROUND ANCIENT STAKE

Grewsome Evidence of Tragedy Found on a Desert.

Southern California Explorers Delve Into Strange Ruins.

Special Dispatch to The Call.

SAN DIEGO, April 6.—A discovery in the eastern part of the county, which is receiving much attention of late, is that of an old fort about eight or nine miles west of Imperial, the new desert town, which is the head of the Imperial colony. Interest has been heightened by the more recent finding of what was probably the stake at which one or more of the people, who built the fort and fought it, may have been sacrificed.

The discovery of the stake was made by S. D. Yokem and the researches since have been carried on by Dr. J. W. Oakley. The charred post of mesquite wood was only a short distance below the surface of the desert sand and near by were the charred bones and teeth of a supposed victim. Among the bones were found a number of glass beads, colored blue and white, and a crucifix of white glass, all of which had been melted. The argument is made that those who destroyed the fort and killed its defenders found there a priest, who, being a non-combatant, had escaped death in the defense, but found it later at the stake only a short distance away.

There are traditions among the Indians of the desert, which date back to the coming of the mission fathers, and many of them indicate the possibility, if not the probability, of the story as conjectured by the searchers. Indeed, one of the traditions is of the departure of an expedition from the head of the Gulf of California going in a northwesterly direction. The tradition says that the entire expedition was overpowered by the savages and perished, save a priest, who was translated to heaven without suffering death.

Everything about the ruins, including the charred and almost buried death stake, would indicate that it was some centuries since that fort was dismantled and destroyed by whatever adversaries the Mexican-Spanish people found there. History tells of one of the lieutenants of Alacon, an early Spanish explorer, who wandered from the main expedition, then exploring in the region which has since become New Mexico and Arizona; and who was never heard from.

It is argued that it is not altogether improbable that this lieutenant or any other leader of an expedition starting from the head of the Gulf of California should have stumbled onto a new river flowing in a direction which was against his ideas of the lay of the land and that he should have dertermined to follow it up. Later, when his command reached the desert and saw the river sink into the sands or disappear beneath the hot sun, it is believed plausible that he should have returned to the spot where the ruins are found and there built the fort.

That the fort was built hundreds of years ago is made practically certain by the size of the mesquite trees growing in the moat which had evidently been dug about the fort when it was built.

REID WILL PAY FOR THE HONOR

American Representative at Coronation Foots the Bill.

Special Dispatch to The Call.

WASHINGTON, April 6.—Whitelaw Reid and the members of his special embassy to the coronation of King Edward VII have decided to pay their expenses out of their own pockets. When Reid went to London as special embassador of the United States to the diamond jubilee of Queen Victoria he was provided with an expense fund of $10,000, appropriated by Congress. Four thousand dollars of this amount was turned back into the treasury by Reid, who according to reliable information spent $20,000 out of his private purse to keep up the dignity of an American representative.

When the diplomatic and consular appropriation bill was under consideration the Senate Committee on Foreign Relations contemplated attaching to the bill an amendment appropriating money for the expenses of a special embassy to the coronation, but on inquiry at the State Department was informed by Secretary Hay that it was not necessary, in view of the decision of Reid and his attaches to personally pay all bills contracted on their mission abroad.

The expenses of Brigadier General James H. Wilson, the army representative, and Captain Charles E. Clark, the naval representative, and their aids will be paid out of the official contingent fund.

RARE CANVASBACKS NOT TO PRINCE HENRY'S LIKING

BERLIN, April 6.—General von Trotha, Emperor William's adjutant, who was asked at a dinner party what he really thought of Prince Henry's visit to the United States said:

"I have been to entertainments at the principal courts of Europe and I have never seen such luxury and good taste as shown at the series of banquets and receptions in America. Nownere is there such an exquisite cuisine."

Referring to American dishes, the general said none of the party liked canvasback duck because it was served almost red, but Prince Henry ordered it at the farewell luncheon on board the Deutschland, to please his American guests. The German cooks, however, produced the canvasbacks well done, which the Americans did not like, but which the Prince's party on this occasion did like. All the royal party liked terrapin.

Professor Muentersberg, who entertained the Prince's party at Harvard, writes to Die Woche his impressions of the trip, under the title of "A Moral Conquest," concluding that though the United States was delighted with the Prince, he was also deeply fascinated by the United States.

DIES WHERE HIS FRIEND HAD DIED BEFORE HIM

SACRAMENTO, April 6.—Theodore J. Francis, who had been employed by Hale Bros. & Co. of this city for the past seventeen years, committed suicide this evening at 5 o'clock by drinking four ounces of creosote. Francis was slowly dying of consumption, and the knowledge of this fact had affected his mind.

Another thing which no doubt had much to do with influencing him to commit suicide was the fact that Dan McCarty, who was his intimate friend, had shot and killed himself in a saloon some time ago. Francis went into the same saloon, placed himself in the same chair and the same attitude and drank his poison. He leaves a mother, sister and brother, who reside in Sacramento.

Rope Saves Them From Death.

SACRAMENTO, April 6.—W. S. Moss, a blacksmith, and Alfred Mirsch, a teamster, had a narrow escape from drowning to-day. The men went to gather driftwood along the banks of the Sacramento. To reach their intended destination they were compelled to cross the canal of the Northern California Power Company. They borrowed a skiff, and when in the middle of the stream one of their oars broke. The boat began to drift swiftly to the point where the water pours on the wheels at the powerhouse. A rope was thrown to them in time, and the boat was drawn to the shore.

GOES TO TAKE CHARGE OF ASIATIC SQUADRON

Rear Admiral Evans Arrives in This City on His Way to the Orient, Where He Will Rank as the Senior Commanding Officer

NAVAL OFFICER WHO WILL ASSUME COMMAND OF ASIATIC SQUADRON.

REAR ADMIRAL ROBLEY D. EVANS arrived yesterday from Washington, D. C., and registered at the Palace. Admiral Evans will leave next Tuesday on the steamer Gaelic for the Orient, where he will be senior squadron commander of the Asiatic fleet.

Admiral Evans thinks he will assume command of the China squadron, as Rear Admiral Wildes, junior squadron commander, is at present in the Philippines. At the end of six months Evans will succeed Ranking Admiral Rodgers, who will retire as commander in chief of the Asiatic fleet.

Admiral Evans declined to discuss affairs in the Orient, contenting himself with saying that he would deal with emergencies as they arose. When asked if he expected trouble in Oriental waters Evans said that he could hardly be expected to answer that question.

"I really have very little to say regarding the Oriental situation," said Admiral Evans. "It is my opinion that should Japan and Russia go to war it will involve every European power in the dispute. As to what part the United States would play in such an event I have no notion at the present time, but that she will be quite able to take care of herself I have not the least doubt. I heard something about the treaty between Russia and Japan whereby the former nation agrees to withdraw her troops gradually from disputed ground. If that is so it will certainly be a solution of the difficulty.

"As to Prince Henry's visit to this country, you have read all about that both in a telegraphic and photographic way, so there is nothing for me to tell. I was honorary aid de camp to Prince Henry and his visit is a memorable event that has done much to cement the friendship between Germany and the United States."

HOP SING TONG SEEKS REVENGE

Special Dispatch to The Call.

The demand of the Hop Sing Tong that ten lives be sacrificed for injuries done to Ah Sin, one of its members, at the Washington-street Theater Friday night, has thrown Chinatown into a fever of excitement and caused increased vigilance on the part of the police. Ah Sin tried to force an entrance to the theater and was stopped by Doorkeeper McAuliff. An altercation followed and the Chinese was beaten so badly that he was sent to the City Emergency Hospital for treatment. A rumor of his death spread shortly after the ambulance had driven away and resulted in several attempts of a mob of Hop Sing Tong highbinders to kill the doorkeeper. The timely arrival of detectives and policemen frustrated these attempts.

The Hop Sing Tong held a meeting yesterday and resolved to have revenge. Last night a messenger conveyed its determination to the manager of the playhouse. The tong demanded an exorbitant sum for the injuries sustained by Sin at the doorkeeper's hands. This demand was refused, whereupon the messenger stated that the tong would kill at least ten patrons of the showhouse within a short time.

The police were informed and officers will be detailed from the Central station to prevent the tong from committing the murders. The Hop Sing Tong is the most powerful organization in the Chinese quarter and some of the most desperate gunmen in Chinatown are among its paid assassins.

AID SENT TO BOER FAMILIES.

Continued From Page One.

Private Harris, Halifax, N. S.; Private G. N. Boesmanger, Halifax, N. S.

Field hospital, severely wounded—J. G. Gunn, London.

The list is not complete.

NO PROGRESS TOWARD PEACE.

Schalk-Burger Unable to Reach Steyn and Delarey.

KROONSTAD, Orange River Colony, April 6.—Owing to the great distance separating the members of the Transvaal mission here from Mr. Steyn, the former President of the Orange Free State, and General Delarey, the negotiations between the Boer leaders in South Africa looking to the conclusion of the war make little progress. It is expected, however, that Schalk-Burger and his colleagues on the mission will shortly leave here for a more convenient center from which to conduct the negotiations.

MINE OWNERS PRAISE BOTHA.

JOHANNESBURG, April 6.—A meeting of the Chamber of Mines, the first since the beginning of the war, has been held here. The president of the chamber said in an address that it was greatly due to General Botha that much wanton destruction had been avoided, as he had held the commandant of the town personally responsible for the destruction of any property that might occur. The president also said it was highly probable that by next July half the mining industry would be in operation, and that before many months full working would be resumed.

KRUGER'S SON TAKES THE OATH

CAPE TOWN, April 6.—Casper Kruger, the eldest son of President Kruger, and twenty-four other relatives of Mr. Kruger bearing the same family name are among those who have recently taken the oath of allegiance to Great Britain.

FIGHTING BOERS ARE FEW.

PRETORIA, April 6.—Careful computation gives the total strength of the scattered Boer commandos at between 8000 and 9000 men.

Magic.

The way Salva-cea cures Piles.

INSPECT SITES TO LAND CABLE

"Cable communication between the United States and the Hawaiian Islands will be established during next year," was the important statement made yesterday by George G. Ward, vice president of the Commercial Pacific Cable Company, who is now at the Palace Hotel.

Vice President Ward and Charles Curtiss, the general electrical engineer of the company, arrived in the city yesterday from Monterey, where they have inspected a proposed landing for the cable.

John W. Mackay, president of the cable company, also arrived from Monterey, and the three gentlemen will at once inspect the shore around San Francisco to see if a more suitable landing can be found than the one at Monterey.

"If we decide to land the cable in San Francisco," said Vice President Ward, "it will be run directly into the main offices of the Commercial Cable Company and Postal Telegraph Company on Market street, below Montgomery.

"The cable is being made in England, and will leave there some time in July. It will take between seventy-five and eighty days for the trip to be made from England to the Pacific Coast. As soon as the cable arrives here the work of laying it between this coast and Honolulu will be commenced. The contract with the builders of the cable calls for its completion by the end of next October."

WEATHER REPORT.

(120th Meridan—Pacific Time.)

SAN FRANCISCO, April 6—5 p. m.

The following are the seasonal rainfalls to date, as compared with those of same date last season, and rainfall in past twenty-four hours:

Stations—	24 Hours.	Last Season.	This Season.	Last Season.
Eureka	.....	.....	.....	41.58
Red Bluff	.80	29.67	22.68	22.68
Sacramento	.18	15.82	17.50	17.50
San Francisco	.15	17.35	18.99	18.99
Fresno	.02	6.24	10.39	10.39
Independence	.00	4.13	5.81	5.81
San Luis Obispo	.06	19.88	27.87	27.87
Los Angeles	.00	10.37	14.18	14.18
San Diego	.00	5.85	10.65	10.65

San Francisco data: Maximum temperature, 64; minimum, 56; mean, 60.

THE COAST RECORD.

STATIONS.	Barometer.	Maximum Temperature.	Minimum Temperature.	Direction of Wind.	State of Weather.	Precipitation.
Astoria	29.60	54	40	W	Cloudy	.34
Baker	29.68	56	42	SE	Cloudy	.00
Carson	29.74	58	34	S	Cloudy	T.
Eureka	.....	52	52	.....	.....	.....
Fresno	29.90	74	52	E	Rain	.02
Flagstaff	29.84	68	30	SW	Cloudy	.00
Pocatello, Ida.	29.92	56	36	S	Cloudy	T.
Independence	29.80	72	46	W	Cloudy	.00
Los Angeles	30.02	72	50	W	Cloudy	.00
Phoenix	29.76	88	60	NW	Cloudy	.00
Portland	29.62	52	50	E	Rain	.28
Red Bluff	29.66	58	54	SE	Rain	.80
Roseburg	29.58	64	52	NW	Rain	.70
Sacramento	29.72	66	54	SE	Cloudy	.18
Salt Lake	29.92	62	40	S	Cloudy	.00
San Francisco	29.76	64	56	SE	Cloudy	.14
S. L. Obispo	30.00	72	50	S	Rain	.06
San Diego	29.98	66	52	NW	Pt. Cldy	.00
Seattle	29.62	58	44	S	Cloudy	.12
Spokane	29.66	62	38	SE	Cloudy	T.
Neah Bay	29.58	52	44	W	Cloudy	.36
Walla Walla	29.66	70	40	SW	Cloudy	T.
Winnemucca	29.76	62	30	SW	Cloudy	T.
Yuma	29.76	92	64	W	Clear	.00

Temperature—7 a. m., 56.

WEATHER CONDITIONS AND GENERAL FORECAST.

Cloudy and threatening weather prevails over the Pacific slope and light rain has fallen generally north of the Tehachapi.

The pressure has fallen rapidly over the northern portion of the coast and risen over Arizona. A well-marked storm is central off the Oregon and Washington coast and moving southeastward.

The temperature has risen in Northern Nevada and fallen in Western Oregon. In other districts the changes have been slight.

Forecast made at San Francisco for thirty hours ending midnight, April 7, 1902:

Northern California—Rain Monday, with high southerly wind; cooler in the interior.

Southern California—Cloudy Monday, with showers; brisk southwest wind.

Nevada—Rain Monday; cooler; high southerly wind.

San Francisco and vicinity—Rain Monday, with brisk to high southerly wind.

G. H. WILLSON,
Local Forecast Official.

GALILEE BRINGS NEWS OF WRECK

Reports Survivors on the Incoming Schooner H. C. Wright.

Woman and Two Children Are Seen on Deck of the Little Vessel.

When the brig Galilee came into port yesterday morning, Captain Hellingsen reported to the Merchants' Exchange that on Saturday at 10 o'clock he spoke the schooner H. C. Wright, bound here from Hana, H. I., with the crew of some wrecked vessel aboard. The Galilee was at that time thirty miles west of Point Reyes and could clearly distinguish a large number of people aboard, among whom was a woman and two children, all of whom are supposed to be the survivors of the wreck of some vessel.

Signals were exchanged between both vessels and the H. C. Wright was asked if assistance was required. The answer came back "no," and another signal was flashed asking if provisions were needed, but a similar answer was returned. Both vessels were bound for port at the time, but the Galilee got the wind first, leaving the H. C. Wright to battle against a rising southeaster.

Captain Hellingsen said that at least twenty or twenty-two men could be distinguished on the vessel in addition to the ordinary crew. Conspicuous among them was a man about six feet in height, by whose side stood a woman and two children, one a girl about 17 years of age, and the other a boy of 6. Captain Hellingsen stood by the H. C. Wright as long as he could. As the H. C. Wright seemed able to take care of herself he stood on his course. Up to a late hour the H. C. Wright had not made port.

Speculation is rife as to whom the survivors on the H. C. Wright may be. There are a number of vessels nearing port, any one of which may have encountered a storm, but the general opinion among seafaring men is that the rescued crew is that of the British ship Imberhorne, which sailed from here on February 15, bound for Queenstown. Captain Lever was the commander, and he had with him his wife and two children. The description of the man recognized on the Wright agrees with that of Captain Lever of the Imberhorne.

Another guess is that it is the captain and crew of the British ship Frankistan, Captain Atkinson, coal laden from Newcastle, and out 116 days, and on which reinsurance has been quoted for several days. He agrees in a general way with the description of Captain Lever, but it is not known here whether he has a wife or children with him.

Until the H. C. Wright makes port all will be a matter of conjecture as to the identity of the wrecked vessel, but there are any number that would be likely to follow the course of the H. C. Wright. Again, the tall man, woman and children might be passengers from the islands making a cheap trip to San Francisco.

During the storm last night the Galilee, which was anchored off Meiggs wharf and exposed to the full fury of the gale, dragged her anchor and drifted about a mile toward the rocks off Black Point. She was towed by a tug to an anchorage in the lee of Alcatraz Island.

Departing Vessels Bar bound.

The ship Falls of Clyde started for sea yesterday morning in tow of a tug, and without casting off the line turned back when the bar was reached. The sea was too heavy. The Falls of Clyde was not without company during the day, for the French bark Bayard, the British ship Benlarug and the Italian ship Salvatore Ciampi were also bar bound and anchored inside the heads until the gale subsided.

Steamer and Ship Collide.

The British steamer Kirkdale and the British ship Drummuir came into collision last night about 7 o'clock, and the bowsprit of the Drummuir was carried away. Both vessels were anchored off Folsom-street wharf, and were lying close together. Whether one or the other dragged its anchor is not known, but they came together and the steamer carried away the bowsprit of the ship. The tug Defiance was sent to their assistance, but after waiting around for several hours and the vessels refusing assistance the tug returned. The vessels finally parted, the steamer pulling away under her own steam.

Had Tempestuous Trip.

The steamer Mackinaw came in from Tacoma yesterday after a most tempestuous passage. Captain Storrs says that strong southeast gales were encountered after leaving Cape Flattery, and heavy seas continually flooded the vessel. He says the trip was one of the worst he has encountered in the years that he has been on this run, particularly at this season of the year.

First of Alaskan Fleet.

The Alaska Commercial Company's steamer St. Paul, Captain Hayes, left port yesterday morning for Unga and Unalaska. This is the first steamer of the Alaskan fleet to leave this season for the northern ports.

Coal Supply Gave Out.

The steamer San Pedro, Captain Jansen, bound from Grays Harbor to Santa Barbara, put into port yesterday morning after a trip of eighty hours from that port. Captain Jansen says he came down in the teeth of a southeast gale in order to get a supply of coal with which to continue his voyage. Captain Jansen says the gale was the worst he has experienced for many years, the waves washing clear over the vessel. He expects to resume his voyage to-day.

Whaler Sunk by Whale.

A dispatch to the Merchants' Exchange announces the loss of the whaling bark Kathleen, Captain Howland, off the coast of Brazil on March 17. The vessel was struck by a sperm whale. The crew put off in boats, but one of the crew is missing. The Kathleen was owned by James E. Wing.

Knocked Down by a Car.

J. T. Hamilton, a rigger employed at the Mare Island navy yard, while attempting to cross East street, near Mission, about 8:30 o'clock last night, was struck by car 54 of the San Francisco and San Mateo line and severely injured. He was caught between two cars as he was running toward the pier of the steamer General Frisbie. He was treated at the Receiving Hospital by Dr. Armistead for a number of severe bruises and lacerations on the head and body and a sprain of his right shoulder. The car was in charge of Motorman W. J. Davis and Conductor E. J. Campbell.

Shipping Intelligence.

ARRIVED.

Sunday, April 6.

Stmr Chehalis, Thompson, 64 hours from Grays Harbor.

Stmr Redwood City, Hansen, 11 hours from Bowens Landing.

Stmr Navarro, Devitt, 14 hours from Iversens Landing.

Stmr Mackinaw, Storrs, 96 hours from Tacoma.

Stmr Noyo, Johnson, 37 hours from San Pedro.

Stmr Luella, Olsen, 15 hours from Caspar.

Stmr Gipsy, Swanson, 23 hours from Moss Landing.

Schr State of California, Thomas, 41 hours from San Diego and way ports.

Stmr San Pedro, Jahnsen, 80 hours from Grays Harbor, bound to Santa Barbara, put in on account of strong SE gales and for more fuel.

Stmr Phoenix, Odland, 18 hours from Mendocino.

Nor stmr Titania, Egenes, 4 days from Nanaimo.

Bktn S G Wilder, Jackson, 24 days from Honolulu.

Brig Galilee, Henningsen, 13½ days from Honolulu.

Schr Newark, Nielsen, 16 hours from Stewarts Point.

SAILED.

Sunday, April 6.

Stmr W H Kruger, Ahlin, for Tillamook.

Stmr Spokane, Alexander, for San Diego.

Stmr Scotia, Walvig, for Rockport.

Stmr Golden Gate, McKenna, for Seattle.

Stmr St Paul, Hays, for Unga, via Seattle.

Stmr Umatilla, Cousins, for Victoria, etc.

Stmr Noyo, Johnson, for Fort Bragg.

Stmr Samoa, Madsen, for Caspar.

Stmr Point Arena, Hansen, for Mendocino.

Ship Falls of Clyde, Matson, for Hilo.

Bark Coryphene, Jobson, for Bristol Bay.

Schr North Bend, Jackson, for Willapa Harbor.

Schr Chas E Falk, Nichols, for Coos Bay.

RETURNED.

Sunday, April 6.

Ship Falls of Clyde, Matson, hence to-day, for Hilo, on account of strong SE winds.

ADVERTISEMENTS.

"He spends money with a Spade."

—He who pays three cents for a two cent postage stamp.

—He who pays SIX dollars for the precise duplicate of a REGAL shoe, which comes direct from Tannery to Consumer at $3.50.

—He who pays $3.50 for a rigid, Hemlock-soled shoe—when he might have a REGAL, with flexible, double-wear, OAK sole, at the very same price.

He is a "cinch" for the stores that sell FIVE PROFIT footwear.

Send postal for Style Book.

REGAL
OAK SOLED SHOES

Sold only in 45 Regal Stores from New York to San Francisco and London. Also by mail
SAN FRANCISCO STORE:
S. W. Corner Stockton and Geary Streets.

SPOKEN.

Per brig Galilee—April 5, off Point Reyes, bark Olympic, bound from Honolulu for San Francisco; 30 miles west of Point Reyes, schr H C Wright, from Hana, for San Francisco.

TELEGRAPHIC.

POINT LOBOS, April 6, 10 p m—Weather foggy; wind SE, velocity 45 miles per hour.

DOMESTIC PORTS.

SAN PEDRO—Arrived April 5—Stmr Despatch, from Redondo.

Sailed April 6—Stmr South Portland, for San Francisco.

SEATTLE—Arrived April 6—Stmr Al Ki, from Skagway. April 5—Stmr Progreso, hence April 2.

Sailed April 6—Stmr City of Seattle, for Skagway; stmr City of Topeka, for Skagway; stmr Farallon, for Skagway.

PORT TOWNSEND—Passed in April 6—Schr R W Bartlett, hence March 22; stmr John S Kimball, hence April 3, for Seattle.

Arrived April 6—Schr James A Garfield, hence March 24; schr J M Weatherwax, hence March 23; schr C S Holmes, from Santa Rosalia.

Sailed April 6—Schr Robert Lewers, for Honolulu; schr Defiance, for San Francisco; schr Camano, for Chignik Bay.

PORT ANGELES—Sailed April 6—Stmr John S Kimball, for Seattle; Br ship Fingal, in bay.

ASTORIA—Arrived April 6—Stmr Acme, hence April 5.

Sailed April 6—Schr Antelope, for Nushagak; ship C F Sargent, for San Francisco.

NEAH BAY—Passed out April 6—Br bark Adderley, for Sydney; ship Charmer, for San Francisco; Nor stmr Tellus, for San Francisco.

Passed in April 6—Stmr Nome City, from Valdez, for Seattle; stmr John S Kimball, hence April 3, for Seattle.

PORT LOS ANGELES—Sailed April 6—Schr Wm Nottingham, for Seattle.

FORT BRAGG—Arrived April 6—Stmr Coquille River, hence April 5.

TACOMA—Arrived April 6—Stmr Kaiowa, from Seattle; ship Macdiarmid, from Royal Roads.

Sailed April 6—Stm schr Edith, for fishing banks.

OCEAN STEAMERS.

NEW YORK—Arrived April 6—Stmr L'Aquitaine, from Havre.

CAPE SPARTEL—Passed April 6—Stmr Kaiserin Marie Theresa, from New York, for Naples and Gibraltar.

LIVERPOOL—Arrived April 6—Stmr Nomadic, from New York.

PLYMOUTH—Arrived April 6—Stmr Moltke, from New York, for Cherbourg and Hamburg, and proceeded.

QUEENSTOWN—Sailed April 6—Stmr Saxonia, from Liverpool, for New York.

AUCKLAND—Sailed April 5—Stmr Samoa, from Sydney, NSW, for Pago Pago, Honolulu and San Francisco.

Steamer Movements.

TO ARRIVE.

Steamer.	From.	Due.
Rival	Willapa Harbor	Apr. 7
Colombia	Valparaiso & Way Ports	Apr. 7
Argo	Ferndale & Eel River	Apr. 7
Sequoia	Grays Harbor	Apr. 7
Santa Monica	Humboldt	Apr. 7
Pleiades	Seattle	Apr. 7
Edith	Seattle	Apr. 7
Santa Ana	Seattle & Tacoma	Apr. 7
Arcata	Coos Bay & Port Orford	Apr. 7
Eureka	Humboldt	Apr. 7
G. Dollar	Grays Harbor	Apr. 7
City Puebla	Puget Sound Ports	Apr. 7
Alliance	Portland & Way Ports	Apr. 8
Acapulco	Panama & Way Ports	Apr. 8
Tellus	Oyster Harbor	Apr. 8
Crescent City	Crescent City	Apr. 8
R. Dollar	San Pedro	Apr. 9
Coos Bay	San Pedro & Way Ports	Apr. 9
Point Arena	Point Arena	Apr. 10
North Fork	Humboldt	Apr. 10
Columbia	Portland & Astoria	Apr. 10
Spokane	San Diego & Way Ports	Apr. 10
Pomona	Humboldt	Apr. 10
G. Lindauer	Grays Harbor	Apr. 11
Corcnado	Grays Harbor	Apr. 11
Folmina	Nanaimo	Apr. 11
Czarina	Seattle & Tacoma	Apr. 12
Raltier	Seattle & Whatcom	Apr. 12
Newburg	Grays Harbor	Apr. 12
Queen	Puget Sound Ports	Apr. 12
Santa Cruz	Newport & Way Ports	Apr. 13
Alameda	Honolulu	Apr. 15
China	China & Japan	Apr. 15
G. W. Elder	Portland & Astoria	Apr. 15
Tucapel	Valparaiso & Way Ports	Apr. 16
Umatilla	Puget Sound Ports	Apr. 17

TO SAIL.

Steamer.	Destination.	Sails.	Pier.
	April 7.		
Eureka	Honolulu v. Seattle.	5 pm	Pier 27
Mandalay	Coquille River	5 pm	Pier 2
Pomona	Humboldt	1:30 p	Pier 9
Curacao	Mexican Ports	10 am	Pier 11
	April 8.		
Phoenix	Mendocino City	3 pm	Pier 13
Empire	Coos Bay	12 m	Pier 13
Argo	Ferndale & Eel Riv.	4 pm	Pier 2
Santa Cruz	Newport & Way Pts	9 am	Pier 11
G. Elder	Astoria & Portland	11 am	Pier 24
Gaelic	China & Japan	1 pm	PMSS
	April 9.		
City Sydney	Panama & Way Pts	12 m	PMSS
Arcata	Coos Bay & Pt Orfd	12 m	Pier 13
Hermonthis	Hamburg & Way	12 m	S. W. 2
Eureka	Humboldt	9 am	Pier 13
Chehalis	Grays Harbor	.....	Pier —
G. Dollar	Grays Harbor	4 pm	Pier 2
Rival	Willapa Harbor	4 pm	Pier 2
State Cal.	San Diego & Way	9 am	Pier 11
	April 10.		
Alliance	Portland & Way Pts	10 am	Pier 16
Colombia	Valparaiso & Way	12 m	Pier 10
Sierra	Sydney & Way Pts.	10 am	Pier 7
Santa Ana	Seattle & Tacoma	10 am	Pier 2
	April 11.		
Sequoia	Grays Harbor	4 pm	Pier 2
City Puebla	Puget Sound Ports	11 am	Pier 9
	April 12.		
Pt. Arena	Point Arena	2 pm	Pier 2
Coos Bay	San Pedro & Way	9 am	Pier 11
	April 13.		
North Fork	Humboldt	9 am	Pier 2
Columbia	Astoria & Portland	11 am	Pier 24
Corcnado	Grays Harbor	5 pm	Pier 2
	April 14.		
Newburg	Grays Harbor	5 pm	Pier 2
	April 15.		
H. K. Maru	China & Japan	1 pm	PMSS
Czarina	Seattle & Tacoma	5 pm	Pier 3
	April 16.		
Queen	Puget Sound Ports	11 am	Pier 9
Rainier	Seattle & N. What.	5 pm	Pier 2

FROM SEATTLE.

Steamer.	For.	Sails.
Al-Ki	Skagway & Way Ports.	Apr. 8
Dolphin	Skagway & Way Ports.	Apr. 9
Dirigo	Skagway & Way Ports.	Apr. 12
Bertha	Cooks Inlet & Way Pts.	Apr. 15
Santa Ana	Cooks Inlet & Way Pts.	Apr. 15
Cottage City	Skagway & Way Ports.	Apr. 15
City Seattle	Skagway & Way Ports.	Apr. 17

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.

MONDAY, APRIL 7.

Sun rises 6:46
Sun sets 6:38
Moon rises ..... 4:56 a. m.

Date.	Time L W	Ft.	Time H W	Ft.	Time L W	Ft.	Time H W	Ft.
7	4:21	0.9	10:54	5.0	4:34	1.5	10:55	5.4
8	5:03	0.5	11:46	5.1	5:14	1.7	11:29	5.5
9	5:49	0.1	12:40	4.9	5:55	2.1	.....	.....
	H W		L W		H W		L W	
10	0:03	5.5	6:38	—0.1	1:36	4.8	6:40	2.4
11	0:46	5.4	7:31	—0.2	2:37	4.6	7:28	2.6
12	1:32	5.3	8:29	—0.1	3:41	4.5	8:26	2.8
13	2:26	5.1	9:31	0.0	4:50	4.5	9:39	3.0

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.

NAVY'S ENLISTED FORCE TO STEADILY INCREASE

WASHING