STABLER PLANS QUICK ACTION

Proposes to Send Wright East to Get Fruit-Pickers.

Ripening of Great Valley Crop Makes Delay Dangerous.

The Sacramento Valley Development Association, in view of the emergency caused by the large fruit crop and shortage of labor in the Sacramento Valley, may decide to send Secretary F. E. Wright of the association East at once to secure fruit-pickers. H. P. Stabler returned from San Jose yesterday, where he met some encouragement in securing signatures to an agreement to employ a fixed number of men to be brought from the East. When he reached this city he visited Secretary Wright, who is permanently stationed in the exhibition hall of the State Board of Trade, and conferred with him.

Secretary Wright has just returned from a trip through a part of the Sacramento Valley. He found the fruit ripening very fast in Solano, Yolo and Colusa counties. In some places fruit is dropping from the trees. There is also trouble on account of the lack of labor to pick berries.

Mr. Stabler has previously been through the Sacramento Valley counties, seeking to get signatures to make sure the employment of men brought from the East. The emergency may not admit of any further work to get the fruit-growers into line, now that the season advances. Taking this view of the case, Mr. Stabler, acting as chairman of the association's committee on labor, will now visit the directors of the Sacramento Valley Development Association and get their consent, and if they view the project favorably he will send Secretary Wright to the farming States near the Missouri River for men.

The next regular meeting of the Sacramento Valley Development Association will not take place until the 21st inst., when it will be held at Auburn. Probably a majority of the directors will consent in advance to the plan of sending the secretary into the field to get the necessary fruit-pickers, and the action may be ratified at the regular meeting of the association. By this energetic move the shortage of labor may be rendered considerably less. Such is the hope of Mr. Stabler.

Each of the Sacramento Valley counties is represented in the Development Association, so that any action that is taken will be in behalf of the entire valley. W. S. Green of Colusa is the president of the association. The county representatives in the official board are the following:

Sacramento County, Morris Brooke; Yolo County, C. W. Thomas; Solano County, Raleigh Barcar; Yuba County, E. A. Forbes; Sutter County, H. P. Stabler; Butte County, R. M. Green; Colusa County, J. W. Kaerth; Glenn County, P. R. Garnett; Tehama County, C. F. Foster; Placer County, J. H. Wills; Shasta County, J. J. Chambers; Nevada County, J. M. Walling; El Dorado County, W. C. Green.

COMMUTES SENTENCES OF SEVERAL MURDERERS

General Chaffee Shows Leniency Toward Filipino Criminals Tried by the Military Courts.

Official reports on the recent court-martials of Filipinos, charged with murder, were received at army headquarters yesterday. The reviewing authority, who in these cases was General Chaffee, commuted the sentences of the guilty in every instance possible.

Nicomedes Capili was found guilty of kidnaping and murdering Simeon Reyes, another native, who was supposed to be friendly to the Americans. He was sentenced to fifteen years' imprisonment.

Justo Roldan was given life imprisonment for the murder of Doroteo Cabareos, Lorenzo Cientifice, Miguel Jacob, Basiliso Pasqual, Espindion Pasqua and Julian Catura. The accused was the leader of a band of ladrones. The crimes were all committed in the latter part of 1900 and early in 1901 in the province of Ilocos Sur, in Northern Luzon. Paulo Cabreles was given a like sentence for a double murder in the same district.

Sembaga, a Moro, who killed three of his neighbors when informed by his wife that she was about to leave him, was hanged on May 16.

Will Denton, a private of the Ninth Infantry, deserted to the enemy. The court sentenced him to death, but General Chaffee gives a commutation to life imprisonment at the Presidio de Manila.

Four Inquests Are Held.

Coroner Leland held four inquests yesterday. In the case of Frederick Picetto, 616B Greenwich street, the verdict was accidental death by gas asphyxiation on June 14. The verdict in the case of Lloyd Nutter, a boy six years of age, was "accidentally run over by a truck at Gough and Oak streets June 12." In the case of P. B. Christensen, carpenter, the verdict was accidental death by falling from a scaffold at 556 Lombard street June 10. In the case of Emil Althoff, a clerk, the verdict was accidental death by gas asphyxiation at 1060 Ellis street June 11.

Gillett Is Charged.

Paul Gillett, saloon-keeper on Stockton street, near Broadway, was booked at the City Prison yesterday on a charge of assault with a deadly weapon, and was released on $500 cash bail. He is accused of striking Charles Walter on the head with an ice-pick Sunday night during a fight. Walter's skull was fractured, but he is out of danger.

Horseshoers Appointed.

The Board of Fire Commissioners met yesterday, and upheld the wishes of the Blacksmiths' Union by appointing three regular horseshoers for the department. The work was formerly done by firemen, a course objected to by the Horseshoers' Union as being unfair.

NEW ADVERTISEMENTS.

VACCINATION AND DANDRUFF.

There Is as Sure Prevention of Baldness as There Is of Smallpox.

It is now accepted that vaccination renders the vaccinated person exempt from smallpox; or at worst, he never has anything but the lightest kind of a case. Now as sure a preventive and cure for dandruff, which causes falling hair and baldness, has been discovered—Newbro's Herpicide. It kills the dandruff germ. C. H. Reed, Victor, Idaho, says: "Myself and wife have been troubled with dandruff and falling hair for several years. We tried remedies without effect until we used Newbro's Herpicide, two bottles of which cured us." Hundreds of similar testimonials.

Dr. Lyon's PERFECT Tooth Powder

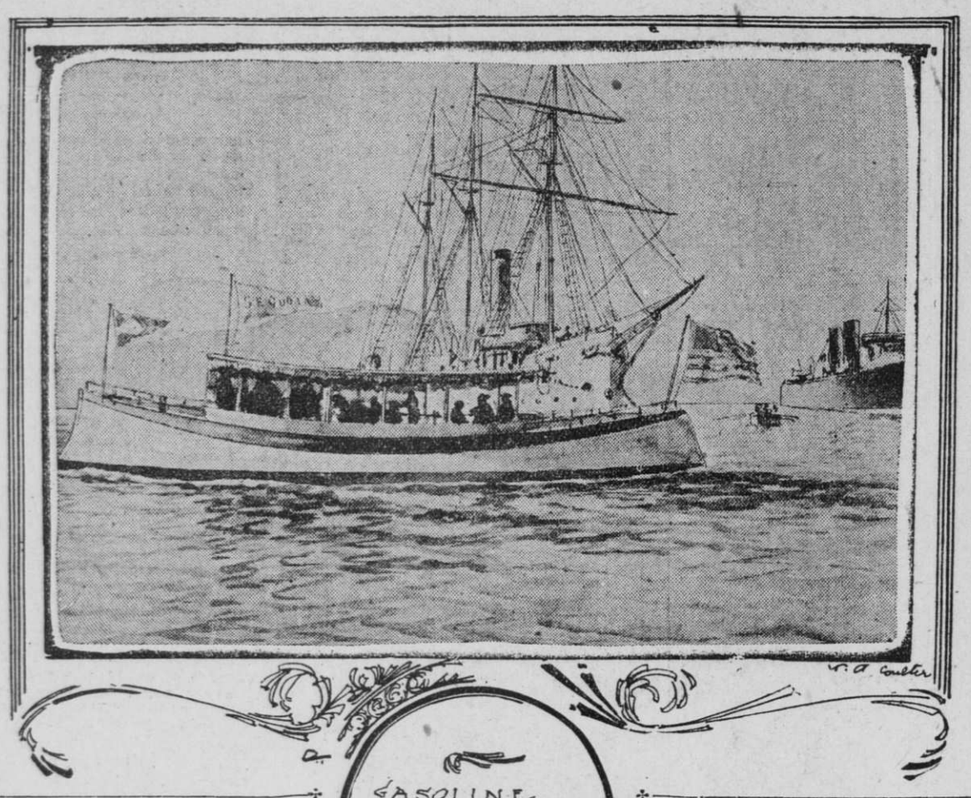
Used by people of refinement for over a quarter of a century.

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.

PACIFIC MAIL COMPANY TO BUILD FOUR EIGHT-HUNDRED-FOOT DOCKS

Corporation Applies to Harbor Commission for Permission to Replace Its Present Wharves With Modern Structures More Suitable for Fleet of Larger Ships



BOAT WHOSE WARLIKE LINES AND PECULIAR SIREN UPSET SAUSALITO.

IN anticipation of the fleet of large vessels of which the Korea and Siberia will be forerunners, the Pacific Mail Company is making preparations to increase its facilities for handling its ocean trade at this port. The company has at present the most commodious wharf accommodations in the port, but big as is the Pacific Mail dock, it is not large enough for the growing business that in future will be handled on a large scale and on a more up-to-date plan. At the meeting of the State Harbor Commissioners held yesterday afternoon a communication from the Mail Company was read with considerable interest. The company asks permission to replace its present docking facilities with four new wharves. Each of the proposed wharves is to be 800 feet long by 100 feet wide, and will be constructed on the most approved anti-teredo lines. The request was placed on file and will be acted upon at the next meeting of the board. The Korea reached Montevideo on Tuesday, and after coaling will resume her voyage to this port, reaching here in time to take the run to the Orient scheduled for the Peking.

Siren Worries Poundman.

Menotti & Jackson, boat-builders of Sausalito, have just completed a gasoline launch, which is creating quite a sensation in the bay town. The boat was built for Attorney L. C. Pistolesi of this city and is of peculiar construction. It is built on what is known as the torpedo model. It has a ram bow and a stern shaped on the plan of the rear end of a torpedo. It is 26 feet long, 6 feet beam, is equipped with a four-horsepower engine and has a speed of about eight knots. Soon after the Sequoia, as the boat is named, was launched, Poundmaster Black began to receive complaints of a stray cow that made Sausalito evenings hideous with its cries. The cow frequented the bay shore and, judging from the persistence and pathos of its cries, had been recently bereft of its offspring. Three nights Black laid in wait for the wanderer. He had heard the cries himself, but all his vigilance was unrewarded by a sign, even of bessy's tracks. The chase ended on Tuesday night, when Black, awakened by the cow-call, followed the sound to the bay shore. There was no sign of the animal, but just as he was about to return home the Sequoia glided past. A voice came out of the night: "Hello, Black! How d'ye like this for a siren?" Then there rose in the night the melancholy wail for which Black had blamed a vagrant cow. There is said to be nothing just like the Sequoia's siren in existence. Its tone is a perfect imitation of a cow's cry, and it is said that several enterprising Sausalito milkmen have offered Pistolesi fancy prices for his brass whistle.

Enterprise Arrives.

The Matson Navigation Company's steamship Enterprise arrived yesterday, ten days from Hilo. She brought thirty passengers and 2500 tons of cargo. Head winds and a desire on Captain Miller's part to save oil prevented the pioneer of ocean-going oil burners from making better time. Captain Matson's oil enthusiasm is not diminished by the fact that the Enterprise did not make so good a speed showing as on the previous voyage. The vessel's engineers are more than satisfied with the success of the liquid fuel experiment and declare that oil has succeeded coal and has come to stay.

Fumigating Barges.

The Government is going to improve its quarantine equipment at this port, and the days of the old fumigating hulk off San Quentin are now numbered. At first it was proposed to replace the hulk with an iron dock, but this was abandoned in view of certain engineering obstacles. It has been decided to construct two large barges and equip them with modern fumigating apparatus. They will be stationed off Angel Island, and with their aid the Federal quarantine officials will be able to fumigate vessels with less delay than at present.

New Schooner Launched.

The three-masted schooner Oakland was launched yesterday afternoon at Stone's shipyard and towed to Mission-street wharf, where she will be placed in commission for her maiden voyage. The Oakland was rigged and ready for sea before she slid down the ways. She is owned largely in Oakland and will trade between that port and the Nehalem and Siuslaw rivers. The Humboldt Lumber Company will manage the new vessel. She has a carrying capacity of 600,000 feet of lumber and is equipped with double steam hoists, fore and aft. Her hull is on the scow model, and when laden she will draw only ten feet of water. Her hatches are unusually large, having been specially designed for the rapid handling of cargo.

Passed Through Sea of Lava.

The schooner Pearl, which arrived yesterday from Sanak, Alaska, with 60,000 codfish, reports that on June 26, between latitude 52.18 north, longitude 157.24 west, and 51.30 north and 155.45 west, she passed through a lot of floating lava. The pumice stone was in pieces of varying sizes and is supposed to have come from one of the Alaska volcanoes. The ship Florence, which arrived at Tacoma the other day, reported a similar experience in about the same vicinity.

The Pearl also reports that the schooner Viking, reported wrecked and supposed to be a total loss, sailed from Sanak on June 24 for this port.

An Artistic Folder.

The Pacific Mail Steamship Company has just issued a "round the world" folder, which contains a number of artistic illustrations of some of the world's most beautiful spots. The series of illustrations starts with a view of the beach below the Cliff House and from there the reader is taken by pictorial stages to Honolulu, China, Japan, Manila, India, Egypt and back to the New World, winding up in the beautiful Yosemite Valley. The descriptive matter is written in interesting vein and contains information of much practical value to travelers.

Captain von Helms a Pilot.

Captain John von Helms, formerly commander of the steamship Curacao, and one of the best-known navigators on this coast, was yesterday appointed a bar pilot to succeed Captain Louis Meyer, whose health made necessary his resignation. Both the retiring pilot and his successor stand high in their profession.

Charters.

The British ship Albyn is chartered for wheat from this port to Europe at 26s 6d (6d less direct).

The British ship Thistlebank is chartered for wheat from Tacoma to Cape Town.

The rate of the British bark Killoran that was chartered for wheat to Europe is 26s 3d, and not 26s 6d, as previously reported.

Movements of Steamers.

TO ARRIVE.

Steamer.	From.	Due.
Brooklyn	San Pedro	July 10
Santa Rosa	San Diego & Way Ports	July 10
Point Arena	Point Arena	July 10
Corona	Newport & Way Ports	July 10
Phoenix	Mendocino	July 10
Rival	Willapa Harbor	July 11
Argo	Eel River Ports	July 11
Alliance	Portland & Way Ports	July 11
Eureka	Humboldt	July 11
S. Monica	Grays Harbor	July 11
Queen	Puget Sound Ports	July 11
Wellington	Oyster Harbor	July 12
G. Lindauer	San Pedro	July 12
Acme	Yaquina Bay	July 12
Mackinaw	Tacoma	July 12
Eureka	Seattle & Roche Harbor	July 12
Numantia	Hamburg & West Coast	July 12
Zealandia	Honolulu	July 12
Wyefield	Nanaimo	July 13
Empire	Coos Bay	July 13
Abydos	Seattle	July 13
Grace Dollar	Grays Harbor	July 13
Coos Bay	San Pedro & Way Pts	July 14
Pomona	Humboldt	July 14
Olympic	San Pedro	July 14
Ventura	Sydney & Way Ports	July 14
State of Cal	San Diego & Way Ports	July 14
G. W. Elder	Portland & Astoria	July 14
Newburg	Grays Harbor	July 15
C. Nelson	Seattle & Tacoma	July 15
N. Maru	China & Japan	July 15
Umatilla	Puget Sound Ports	July 16
Rainier	Whatcom	July 17
North Fork	Humboldt	July 18
City of Para	N. Y. via Panama	July 18
Columbia	Portland & Astoria	July 19
Peru	Valparaiso & Way Ports	July 20

TO SAIL.

Steamer.	Destination.	Sails.	Pier.
	July 10.		
Brooklyn	Point Arena	4 pm	Pier 2
State Cal	San Diego & Way	9 am	Pier 11
City Puebla	Puget Sound Ports	11 am	Pier 19
St. Paul	Nome & St. Michael	2 pm	Pier 34
	July 11.		
Mandalay	Coquille River	5 pm	Pier 2
Arcata	Coos Bay & Pt. Orfd	12 m	Pier 13
Arctic	Humboldt	5 pm	Pier 2
Pomona	Humboldt	1:30 p	Pier 9
Phoenix	Mendocino City	3 pm	Pier 13
	July 12.		
Argo	Eel River Ports	4 pm	Pier 2
G. Lindauer	Grays Harbor	5 pm	Pier —
North Fork	Humboldt	9 am	Pier 2
Pt. Arena	Point Arena	2 pm	Pier 2
Rival	Willapa Harbor	4 pm	Pier 2
Columbia	Astoria & Portland	11 am	Pier 24
Alameda	Honolulu	2 pm	Pier 7
	July 13.		
Eureka	Humboldt	9 am	Pier 13
Santa Rosa	San Diego & Way	9 am	Pier 11
Corona	Newport & Way Pts	9 am	Pier 11
	July 14.		
Olympic	Whatcom & Fairh'n	5 pm	Pier 2
Empire	Coos Bay	3 pm	Pier 13
Alliance	Portland & Way Pts	4 pm	Pier 16
	July 15.		
Acme	Siuslaw River	3 pm	Pier 2
Mariposa	Tahiti direct	10 am	Pier 7
Queen	Puget Sound Ports	11 am	Pier 19
	July 16.		
Doric	China & Japan	1 pm	PMSS
G. Dollar	Grays Harbor	4 pm	Pier 2
	July 17.		
Coos Bay	San Pedro & Way	9 am	Pier 11
G. Elder	Astoria & Portland	11 am	Pier 24
Nevadan	Honolulu & Kahului	3 pm	Pier 20
	July 18.		
Abydos	Hamburg & Way	.....	Pier —
Newport	N. Y. via Panama	12 m	PMSS
Newburg	Grays Harbor	4 pm	Pier 2
	July 20.		
Umatilla	Puget Sound Ports	11 am	Pier 19

FROM SEATTLE.

Steamer.	For.	Sails.
City Seattle	Skagway & Way Ports	July 10
Dirigo	Skagway & Way Ports	July 11
Spokane	Skagway & Way Ports	July 12
Humboldt	Skagway & Way Ports	July 13
Cottage City	Skagway & Way Ports	July 14
Santa Ana	Cooks Inlet & Way Pts	July 15
Oregon	Nome & Teller	July 15
Senator	Nome	July 16
Farallon	Skagway & Way Ports	July 20

Shipping Intelligence.

ARRIVED.

Wednesday, July 9.

Stmr Columbia, Doran, 53¾ hours from Portland, via Astoria 40½ hours.

Stmr Pomona, Shea, 16½ hours from Eureka.

Stmr Mandalay, Bendegaard, —— hours Coquille River, via Crescent City 33 hours.

Stmr Greenwood, Fagerlund, 18 hours from Cleone.

Stmr Arcata, Nelson, 47 hours from Coos Bay.

Stmr North Fork, Nelson, 23 hours from Eureka.

Stmr Arctic, Reiner, 23 hours from Eureka.

Stmr Gualala, Olsen, 19 hours from Westport.

Stmr Enterprise, Miller, 10 days from Hilo.

Stmr San Pedro, Jahnsen, 42 hours from San Pedro.

Nor stmr Titania, Egenes, 88 hours from Nanaimo.

Br ship Helga, Ferguson, 47 days from Cheefoo.

Schr Lizzie Prien, Anderson, 3 days from Coquille River.

Schr Pearl, Soderholm, 15 days from Sannak.

CLEARED.

Wednesday, July 9.

Stmr State of California, Thomas, San Diego; Goodall, Perkins & Co.

Stmr Curacao, Paulsen, Guaymas; Goodall, Perkins & Co.

Stmr City of Puebla, Jepsen, Victoria; Goodall, Perkins & Co.

Nor stmr Tellus, Pedersen, Ladysmith; R Dunsmuir's Sons Co.

Bktn Kohala, Dedrick, Vancouver; Hind, Rolph & Co.

Schr Mary Buhne, Dannevig, Guaymas; The Chas Nelson Co.

SAILED.

Wednesday, July 9.

Stmr Curacao, Paulsen, Guaymas.
Stmr Coos Bay, Nopander, San Pedro.
Stmr South Coast, Jamieson, Tillamook.
Stmr Chehalis, Thompson, Grays Harbor.
Stmr Crescent City, Payne, Crescent City.
Stmr San Pedro, Jahnsen, Eureka.
Ner stmr Tellus, Pedersen, Ladysmith.
Schr Western Home, Lembke, Coos Bay.
Schr Gem, Nygren, Coquille River.
Schr Berwick, Anderson, Coquille River.
Schr Coquille, Anderson, Coquille River.
Schr Lizzie Vance, Olsen, Portland.
Schr Una, Harkins, Nehalem River.
Schr San Buenaventura, Holmberg, Coos Bay.
Schr Monterey, Crangle, Coos Bay.

SPOKEN.

May 31, lat 11 S, lon 37 W, Fr ship Leon Blum, from Swansea, for San Francisco.

MISCELLANEOUS.

LONDON, July 8—Br stmr Richmond Castle, from New York, damaged outer skin striking unknown object entering port of Manila.

Fr bark Duc d'Aumale, from London, for San Francisco, previously reported at Calais leaking, will discharge and proceed to Dunkirk for repairs. Cargo in lower tier damaged.

Fr bark Duchesse Anne, from San Francisco Feb 13 for United Kingdom, grounded at Sunderland June 20. Got off with assistance of the tugs.

TELEGRAPHIC.

POINT LOBOS, July 9, 10 p m—Weather hazy; wind W, velocity 12 miles per hour.

DOMESTIC PORTS.

BANDON—Arrived July 9—Schr Corinthian, hence June 25.

FORT BRAGG—Sailed July 9—Stmr Coquille River, for San Pedro.

NEAH BAY—Passed out July 9—Br stmr Wellington, for San Francisco; U S stmr Warren, for St Michael; bktn Wrestler, for Launceston; Br ship Wynford, from Nagasaki, for Royal Roads.

Passed in July 9—Schr Wm Olsen, hence June 26, for Port Townsend.

VENTURA—Arrived July 9—Barge Santa Paula, hence July 7, and sailed for San Francisco in tow tug Monarch.

SAN PEDRO—Arrived July 9—Stmr Robert Dollar, from Redondo.

ASTORIA—Sailed July 9—Stmr Iaqua, for San Francisco; stmr Santa Barbara, for San Pedro.

SAN DIEGO—Arrived July 9—Bark Coloma, from Everett.

PORT LOS ANGELES—Sailed July 9—Stmr Ruth, for San Francisco.

PORT LUDLOW—Arrived July 9—Br stmr Wearside, from Port Gamble.

POINT REYES—Passed July 9, 6 p m—Ship bound south.

SEATTLE—Sailed July 9—Stmr Bonita, for Sitka. July 8—U S stmr Warren, for St Michael.

Arrived July 8—Stmr Spokane, from Sitka; stmr Umatilla, hence July 5.

Sailed July 9—Stmr Tampico, for Honolulu.

Arrived July 9—Stmr Santa Ana, from Valdez.

COOS BAY—Arrived July 9—Stmr Alliance, from Astoria.

Sailed July 9—Schr Emma Utter, for San Pedro; schr Jennie Wand, for San Francisco.

PORT HADLOCK—Arrived July 9—Stmr Despatch, from Seattle.

PORT GAMBLE—Sailed July 9—Br stmr Wearside, for Buenos Ayres.

Sailed July 9—Stmr Camano, for San Francisco.

PORT TOWNSEND—Arrived July 9—Ship James Drummond, from Seattle.

Passed in July 9—Stmr Conemaugh, from Nome, for Seattle.

ST MICHAEL—In port June 27—Stmr Melville Dollar, from Seattle; stmr Meteor, from Ladysmith. June 26—Stmr Oregon not reported.

GRAYS HARBOR—Arrived July 8—Stmr Grace Dollar, hence July 3.

REDONDO—Sailed July 9—Stmr Robert Dollar, for San Pedro.

SANNAK—Sailed June 24—Schr Viking, for San Francisco.

EASTERN PORT.

NEW YORK—Arrived July 8—Stmr Alliança, from Colon.

Sailed July 8—Stmr Advance, for Colon.

FOREIGN PORTS.

MELBOURNE—Arrived July 9—Schr Solano, from Everett.

SHANGHAI—Arrived July 8—Br stmr Heathburn, from New York, for Manila.

HOLYHEAD—Passed July 9—Br ship Glenogle, hence March 5, for Liverpool.

HULL—Sailed July 8—Br ship Afghanistan, for San Francisco.

TABLE BAY—Sailed May 30—Br stmr Fitzclarence, for ——. June 12—Ger bark Silo, for Vancouver.

WEST HARTLEPOOL—Sailed July 5—Nor stmr Mathilda, for Philadelphia, and not for Tacoma, as before reported.

BRAKE—Arrived July 8—Ger ship Peru, hence Feb 13.

CALLAO—Arrived June 19—Br ship Wayfarer, hence April 26.

HAMBURG—Arrived July 8—Br ship Milverton, from Tacoma; Ger ship Reinbek, from Oregon.

HONGKONG—In port May 23—Br bark Thistle, for Vancouver.

MONTEVIDEO—Arrived July 7—Stmr Korea, from Newport News, for San Francisco.

PLYMOUTH—Arrived July 8—Fr bark Conetable de Richemont, hence Feb 18.

PORT SAID—Arrived July 7—Br stmr Lowther Castle, from New York, for Manila.

SYDNEY—Sailed June 18—Ital bark Montebello, for Honolulu.

Arrived prior to July 8—Stmr Sierra, hence June 12.

YOKOHAMA—Arrived July 6—Stmr City of Peking, hence June 16.

VICTORIA—Arrived July 9—Br stmr Moana, from Sydney.

OCEAN STEAMERS.

QUEENSTOWN—Sailed July 9—Stmr Ivernia, from Liverpool, for Boston.

SOUTHAMPTON — Sailed July 9 — Stmr Bremen, for Bremen, via New York and Cherbourg.

NEW YORK—Sailed July 9—Stmr Philadelphia, for Southampton.

Time Ball.

Branch Hydrographic Office, U. S. N., Merchants' Exchange, San Francisco, Cal., July 9, 1902.

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 time.

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

Sun, Moon and Tide.

United States Coast and Geddetic 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.

THURSDAY, JULY 10.

Sun rises 4:55
Sun sets 7:34
Moon sets .....10:45 p. m.

Date.	Time H W	Ft.	Time L W	Ft.	Time H W	Ft.	Time L W	Ft.
10	2:52	4.6	9:01	0.7	4:01	5.6	10:10	2.2
11	4:00	4.2	9:51	1.3	4:50	5.5	11:16	1.9
12	5:15	3.9	10:45	1.9	5:39	5.5	.....	.....
	L W		H W		L W		H W	
13	0:20	1.6	6:34	3.7	11:38	2.3	6:28	5.4
14	1:18	1.3	7:51	3.7	12:30	2.6	7:14	5.4
14	1:18	1.3	7:51	3.7	12:30	2.6	7:14	5.4
15	2:10	0.8	8:57	3.8	1:19	2.8	7:58	5.4

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 occur. 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.

HAWAII FEARS FOR MOHICAN

Overdue Training Ship Not Reported a Week Ago.

Missing Vessel May Have Succored the Burning Fannie Kerr.

Special Dispatch to The Call.

VICTORIA, B. C., July 9.—Considerable alarm was being felt at Honolulu when the steamer Moana left there on July 2 regarding the voyage of the training ship Mohican, which has 200 men and boys of the United States navy on board.

The Mohican was then forty-one days out from Yokohoma for the island port, and Admiral Terry in an interview given at Honolulu expressed the opinion that she had in all probability met with heavy southeast weather, such as had prevailed for some time previous at Honolulu.

On July 1 a report reached Honolulu that the overdue training ship had been sighted, trimming ship, off one of the outer islands of the Hawaiian group. The report could not be confirmed, however, and the steamer Mikahala, which reached port the following morning from the island of Kauai, off which the Mohican would likely be first sighted, brought no report of her.

The Honolulu Bulletin advances the theory that the overdue training ship has in all probability fallen in with the burning ship Fannie Kerr, which was abandoned off the islands on May 29. The Bulletin says:

"The Mohican was expected here a week ago and there is the possibility that she has met with the roaming hulk of the steel Britisher, and she would not likely desert her if an opportunity offered to put a crew aboard. Few vessels would be more likely to discover the Fannie Kerr than the Mohican, for the latter would not necessarily confine herself to the beaten track of travel."

AGED FARMER DISAPPEARS WITH POCKETFUL OF COIN

Well-Known Resident of Oak Grove Near Salinas Disappears in Peculiar Manner.

SALINAS, July 9.—William Downs, 73 years old, for over forty years a resident of Oak Grove and a wealthy farmer, has been missing since yesterday morning.

Downs left his house about 8 o'clock and was seen in a barber shop here, where he had his beard shaven off and the white hair on his head closely cropped. He had several hundred dollars in his possession when he left home. No reason is assigned for his disappearance. Posses are searching for him.

RESIDENTS OF MILTON FIGHT FIRE IN FIELDS

Flames Sweep Toward the Town and Much Valuable Grain Is Destroyed.

MILTON, July 9.—A grass fire, caused presumably by sparks from a railroad engine, ran with the speed of a racehorse directly toward town this afternoon. The whole population turned out and prevented the destruction of houses.

Hundreds of acres of grass and grain have been destroyed and the fire is still burning in the direction of heavy grain fields.

Many New Pensions Granted.

WASHINGTON, July 9.—These pensions were granted to-day: California: Silas C. Olmstead, Los Angeles, $6; William H. McGregor, Placerville, $6; James Maley, San Mateo, $8; George Littlefield, Pine Ridge, $8. War with Spain—Charles A. Slivers, Soldiers' Home, Los Angeles, $10. Increase—Jacob Langenhagen, Los Angeles, $10; Solon Fitch, Rohnerville, $8; Oliver R. Goodwin, Oakland, $8; Thomas Gilroy, Santa Ana, $10; Charles Muller, Stockton, $12; William Delaney, Enterprise, $10; Joseph H. McGuire, Lamesa, $8. Widows—Eliza Barry, Nevada City, $8; Charlotte Gechten, San Francisco, $8.

Oregon: Original—Henry S. Holloway, Arthur, $6; Briton S. Pitt, Summit, $6. Increase—Silvanus Roberts, Coquille, $12; Sam Allen, Junction City, $10; Ira C. Dodge, Ashland, $16; Russell Harris, La Grande, $8.

Washington: Original, war with Spain—Phillis Solden, Seattle, $8. Increase—John Schulz, Soldiers' Home, Orting, $12; Charles S. Dunbar, Shelton, $14.

Sues the First Husband.

LOS ANGELES, July 9.—Suit was begun in the Superior Court to-day by P. J. Fickus against D. H. Hewitt to recover $20,000 for the alleged alienation of the plaintiff's wife's affections. The complaint recites that the parties to the suit were all residents of San Diego until 1897. In the latter part of that year Fickus, who was an engineer in the employ of the Southern Pacific Company, was transferred to Sacramento, leaving his wife, whom he had married in 1895, in San Diego. During this absence it is alleged that the defendant, from whom Mrs. Fickus had been divorced previous to her marriage with the plaintiff, succeeded in persuading her to obtain a divorce from her Fickus in order that she might remarry her first husband.

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Is to look after your own comfort. The comfortable trains of the Nickel Plate Road, Chicago to New York and Boston, carrying Nickel Plate Dining Cars, in which are served American Club meals at from 35c to $1 each, always please the traveling public. JAY W. ADAMS, P. C. P. A., 37 Crocker building, San Francisco, Cal.

Dynamite Wrecks an Office.

CRIPPLE CREEK, Colo., July 9.—The front of the two-story frame building occupied by Keith & Grubb, coal and lumber dealers, was blown out by dynamite to-day, causing a money loss of $200. Several persons narrowly escaped death. The explosion took place in the office, where Manager Westcott had built a fire. Part of the stove shot through the ceiling and into the second story. Westcott believes that dynamite was placed in the stove by enemies for the purpose of killing him.

CASTRO TO MAKE HIS LAST STAND

Decisive Battle Soon to Be Fought in Venezuela.

Washington Officials Expect the President's Overthrow.

Special Dispatch to The Call.

WILLEMSTAD, Island of Curacao, July 9.—General Castro, President of Venezuela, arrived at Barcelona, in the State of Bermudez, Venezuela, on board the steamer Osiun. The Osiun towed two schooners laden with Government troops to Barcelona from La Guaira, which port she left last Sunday. Barcelona, which is three miles from the coast, is partly surrounded by the revolutionists, who are said to be quite numerous. President Castro does not intend to attack the enemy before next Sunday.

WASHINGTON, July 9.—Among the officials at the State and Navy departments the opinion prevails that President Castro of Venezuela is "on his last legs" and that before long the revolutionists will have proclaimed General Matos the new President of the republic. No advices were received to-day regarding the situation as it now exists, but there is every reason to believe that it is critical and that a battle between the Government troops whom Castro left Caracas to lead and the revolutionists, who are fully 10,000 strong and well armed, is at hand. Should the fortunes of war turn against Castro he probably will flee the country. He is supposed to have gained great wealth by successful financiering during his incumbency as President.

At last reports from Venezuela Castro intended going to Barcelona. According to a report received from Commander McLean of the Cincinnati, the revolutionary forces were strong there.

That the situation at Porto Cabello was grave was evident in the communication from Commander McLean at La Guaira, received by the Bureau of Navigation today, in which he states that Commander Nichols, commanding the Topeka, had, in response to a request from United States Consul Ellsworth at Porto Cabello, taken Miss Jessie Ellsworth, his daughter, and Miss Winifred Estrey, his niece, from Port Cabello to La Guaira. Porto Cabello was at the time surrounded by insurgents. The conditions were extremely unsettled. It is understood that reports have been received from Commander McLean bearing on the true aspect of the situation, but have not been made public.

OCEAN STEAMERS COLLIDE DURING A HEAVY FOG

Both Vessels Are Considerably Damaged, but Manage to Reach Port.

NEWPORT, R. I., July 9.—The Fall River line steamer Priscilla is at her pier in this city with a big hole in her port bow and one of her crew dead and wedged in by wreckage as a result of a collision with the Merchants' and Miners' Transportation Company's steamer Powhattan in Narragansett Bay last night.

The Priscilla was bound out for New York. It was very foggy at the time and she was proceeding slowly off Point Judith, when the steamer Powhattan struck her on the port bow, making a hole which ran below the water line. The Priscilla whistled for assistance and soon afterward tugs arrived and she was towed back to her dock.

The steamer Powhattan, Captain Huggens, proceeded to Providence and reported having been in collision with the steamer Priscilla. Her bow was badly damaged and a great hole was stove in the port side several feet below the water line. The forward compartment was flooded, but no water reached the other bulkheads of the ship and no damage was done to the freight.

Across the Atlantic on a Launch.

NEW YORK, July 9.—The thirty-eight-foot launch Abiel Abbott Low, commanded by Captain William C. Newman, sailed from College Point, L. I., to-day for Falmouth, England. Captain Newman's only companion on the trip is his son Edward, a youth of 16. The launch is equipped with an eight horsepower gasoline engine and is expected to reach Falmouth in about twenty days.

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OCEAN STEAMERS.

Pacific Coast Steamship Co.

Steamers leave San Francisco as follows:

For Ketchikan, Juneau, Skagway, etc., Alaska—11 a. m., July 10, 15, 20, 25, 30, August 4. Change to company's steamers at Seattle.

For Victoria, Vancouver, Port Townsend, Seattle, Tacoma, Everett, Whatcom—11 a. m., July 10, 15, 20, 25, 30, August 4. Change at Seattle to this company's steamers for Alaska and G. N. Ry.; at Seattle for Tacoma to N. P. Ry.; at Vancouver to C. P. Ry.

For Eureka (Humboldt Bay)—1:30 p. m., July 11, 16, 21, 26, 31, August 5.

For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Santa Rosa, Sundays, 9 a. m.

State of California, Thursday, 9 a. m.

For Los Angeles (via San Pedro and East San Pedro), Santa Barbara, Santa Cruz, Monterey, San Simeon, Cayucos, Port Harford, San Luis Obispo, Ventura, Hueneme and *Newport (*Corona only).

Corona, July 13, 21, 29, August 6.

Coos