LEES' CHILDREN GET HIS ESTATE

Veteran Detective Deeds Them Realty Worth Over $250,000.

Makes Will Bequeathing Son and Daughter Personal Property.

The will of the late Isaiah W. Lees was filed for probate yesterday. The document, which was made December 9, 1902, a few days prior to the death of the veteran police officer, provides that an estate worth $11,692 be divided equally between his two children, F. W. Lees and Ella M. Leigh. E. A. Leigh and F. W. Lees are named as executors, to serve without bonds.

The estate disposed of by the will consists of $7692 in cash, a library valued at $3000 and household effects, jewelry and coins worth $1000. Captain Lees disposed of most of his estate by deed on the day that he made his will, which accounts for the smallness of the estate disposed of under will. The deeds, which were filed yesterday, give to F. W. Lees and Ella M. Leigh, in return for their love and affection, all the realty possessed by Lees at the time of his death.

The properties involved in the deed include the Lees residence near the corner of Jones and Pine streets, property on City Hall avenue, Howard and Main streets, Webster and Filbert streets, Hayes and Scott streets, and at Central avenue and Grove street. In addition to these there are seven lots in block 29 of the Fairmount track and thirty lots, Gift Maps Nos. 1, 2 and 3. The greater portion of the estate is improved. Its value is fixed between $250,000 and $300,000.

PROSECUTION FINDS FAULT WITH THE JURY

Entire Panel Summoned to Try the Beale-Williams Case Is Challenged.

When the case against Truxtun Beale and Thomas H. Williams Jr. for shooting Frederick Marriott, editor of the News Letter, was called in Judge Cook's court yesterday morning Hiram Johnson of special counsel for the prosecution abruptly challenged the entire panel of trial jurors. His objection was raised on the ground of irregularities, the records showing that two sets of veniremen summoned for the trial of special cases had been retained upon the regular panel.

Attorneys Peter F. Dunne and H. T. Creswell opposed the challenge on behalf of the defense, and the entire forenoon was taken up in arguing the points of law involved. The problem proved a knotty one, and Judge Cook reserved his decision until this morning at 10 o'clock, to which hour the trial was also postponed.

Captain Von Oterendorp Retires.

Full of years and with more than half a century of sea service behind him, Captain K. von Oterendorp, commander of the Oceanic Steamship Company's liner Sonoma, has made his last voyage in his official capacity. With the voyage ended yesterday he closes his service of seventeen years with the Oceanic Steamship Company and retires from the sea.

Captain von Oterendorp, whose rugged, sunburned face and wealth of snow-white, Neptune-like hair and beard, have made him one of the most picturesque figures connected with the merchant marine of the Pacific, will be missed in the colonies and will take with him to his home in Alameda the good wishes of men of many lands.

He was well liked by passengers and those that came in on the Sonoma a few days before the voyage ended presented him with a handsome vase and a pair of elegant cuff buttons. Captain von Oterendorp was born January 16, 1831. He went to sea in 1848 and in 1857 entered the service of the North German Lloyd Steamship Company. He remained in its employ until 1876. He superintended the building of some of their finest steamships and when he left the service was commodore of their Atlantic fleet. From 1876 until 1885 he was a director and manager of the Oregon Railway and Navigation Company. He entered the service of the Oceanic Steamship Company in 1885, when he took command of the Zealandia. His next ship was the Alameda, and when the company added to its fleet the Sierra, Ventura and Sonoma he was given command of the latter.

Kosmos Liner Neko Arrives.

The Kosmos liner Neko arrived yesterday from Hamburg and South and Central American ports. She brought ten passengers and 1662 tons of cargo. Among her passengers was C. McNally, United States Consul General at Guatemala City. McNally is home on a vacation and was accompanied by his wife and son and daughter. Consul McNally will spend part of his vacation in Washington, D. C., and while there hopes to arrange for his transfer from Guatemala to some European consulate.

Zealandia Sails for Honolulu.

The Oceanic Steamship Company's Zealandia sailed yesterday for Honolulu. She carried a full cargo and passengers, which included the following:

H. W. Holling, Miss M. Slankard, Mr. and Mrs. P. Kolbe, Master Forsyth, T. J. Dillon, C. E. White, Adolph Werokenthin, William Viera, W. Stone, Mrs. A. Moon, William Meyer and A. Johnson.

The Overdue List.

The British ship Pegasus, bound here from Newcastle-on-Tyne and now out 174 days, was placed on the reinsured list yesterday at 30 per cent. The rate of 10 per cent on the Columbia remains unchanged in spite of the fact that she is out 204 days from Philadelphia for Hiogo and is loaded with case oil. The St. Enoch, out 240 days from Hamburg to Santa Rosalia, was advanced to 55 per cent, and the Paul Rickmers, 210 days out from Bangkok for Germany, was marked up to 80 per cent.

Broke Five Ribs.

Fred Oleson, a stevedore, was knocked down the hold of the steam collier Wyefield yesterday and severely injured. He was struck by the hoisting gear and at the Harbor Hospital it was found that five ribs had been broken.

Returns to Neah Bay.

The steamship Charles Nelson, bound here from Seattle, was compelled yesterday to take shelter in Neah Bay on account of the heavy weather.

Time Ball.

Branch Hydrographic Office, U. S. N., Merchants' Exchange, San Francisco, Cal., December 29, 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. C. BURNETT,
Lieutenant, U. S. N., in charge.

$60.00 to Kansas City and Back.

The Southern Pacific will sell tickets to Kansas City and return on January 8 and 9 for Sixty Dollars. Call at Information Bureau, No. 613 Market street, and get full particulars.

Oscar Holliday Banghart is a millionaire, who sold out an enormously profitable business in order to study art in Paris. From the prices he gets for his work it would seem that he was in a fair way to make another million as a painter of society women. No wonder every one marvels at the cost of the art supplements now a part of each Sunday Call, for they are from the originals of Banghart's last effort.

HOPES TO SAVE HIS PLANTATION

Augustine Bardwell Says Rains Are Helping Guatemala.

Thinks That In Three Years He Will Be Able to Raise Coffee.

Augustine Bardwell, who arrived here yesterday from Guatemala on the steamship Neko, declares that affairs in the southern republic do not look as black as they appeared a short time ago, and that four heavy rains have wrought quite a transformation on some of the ash-covered fincas.

Bardwell's mother, two brothers and a sister returned here some time ago under the impression that the volcano had swept away their coffee crop and permanently ruined their plantation. The day after their arrival here their weight of woe was added to by the death of the youngest boy, who was killed by a street car. Augustine Bardwell stayed in Guatemala to see what he could save from the wreck.

He comes up full of hope for the future and expects, provided Santa Maria does not repeat the demonstration which did so much harm, to be selling coffee again in about three years.

"As far as this year, next year and possibly the year after are concerned," he said yesterday, "the volcano put us out of business most completely. Our crop was ruined, our houses destroyed and the plantation apparently buried under the debris. We had four heavy rains, and I soon discovered that the coffee trees were not dead. They began to sprout, and I think with a lot of hard work and plenty more rain we may be able to save a good deal.

"The last stuff showered over the country by the volcano was regular sand. The rain has transformed this top layer into a hard crust, which will have to be broken up before we can do anything toward cultivating the land. I am going back in about a month and mean to stay with it until we begin raising coffee again. Our plantation was twenty-four miles from the volcano. A number of the fincas in our neighborhood suffered equally with ours, and I think stand just as good a chance of redemption. Those fincas located in the vicinity of Santa Maria and which were covered with huge rocks and buried to a great depth probably never again will be cultivated."

United States Consul C. McNally at Guatemala City, who was also a passenger on the Neko, says that although more than 250,000 quintals of coffee were destroyed, the season's crop will probably average about as usual.

"This would have been an exceptionally good year," he said. "Even in ordinary seasons a considerable portion of the crop has been wasted on account of the lack of labor to harvest it. The destruction of so many plantations will release a big supply of labor, and those plantations that escaped will be able to gather their entire crops."

McNally thinks the reports of the number killed have been exaggerated, and says that the official records place the death list at 300.

Defendants Held to Answer.

Archibald Tisdall and James Reid, who broke into the saloon at 57 Third street, early Friday morning, and were captured by Policeman J. J. Tillman, were held to answer before the Superior Court by Police Judge Cabaniss yesterday on a charge of burglary in $1000 bonds each.

George Steele, who snatched a watch from Charles McGeehan, on the stairs of the Revere House, 675 Mission street, was held to answer by Police Judge Mogan on a charge of grand larceny in $3000 bonds.

Strictly One Price

San Francisco, Tuesday, 30 December, 1902.

Our last "1902" Special---
Solid oak rocker, $2.80

We've arranged to celebrate the close of this most prosperous year to-day—a day ahead of time. Beginning at 8:30 o'clock this morning, and continuing only until 6 o'clock this evening, we will offer the splendid oak rocker, pictured above, which sells regularly at $4.50, for $2.80. Only one rocker will be sold to each purchaser and no 'phone or mail orders will be honored.

This is a strong, durable rocker, designed for comfort and finished a golden brown.

Come early, if you can. Come late, if you must. But come to-day, for this special price is positively for to-day only.

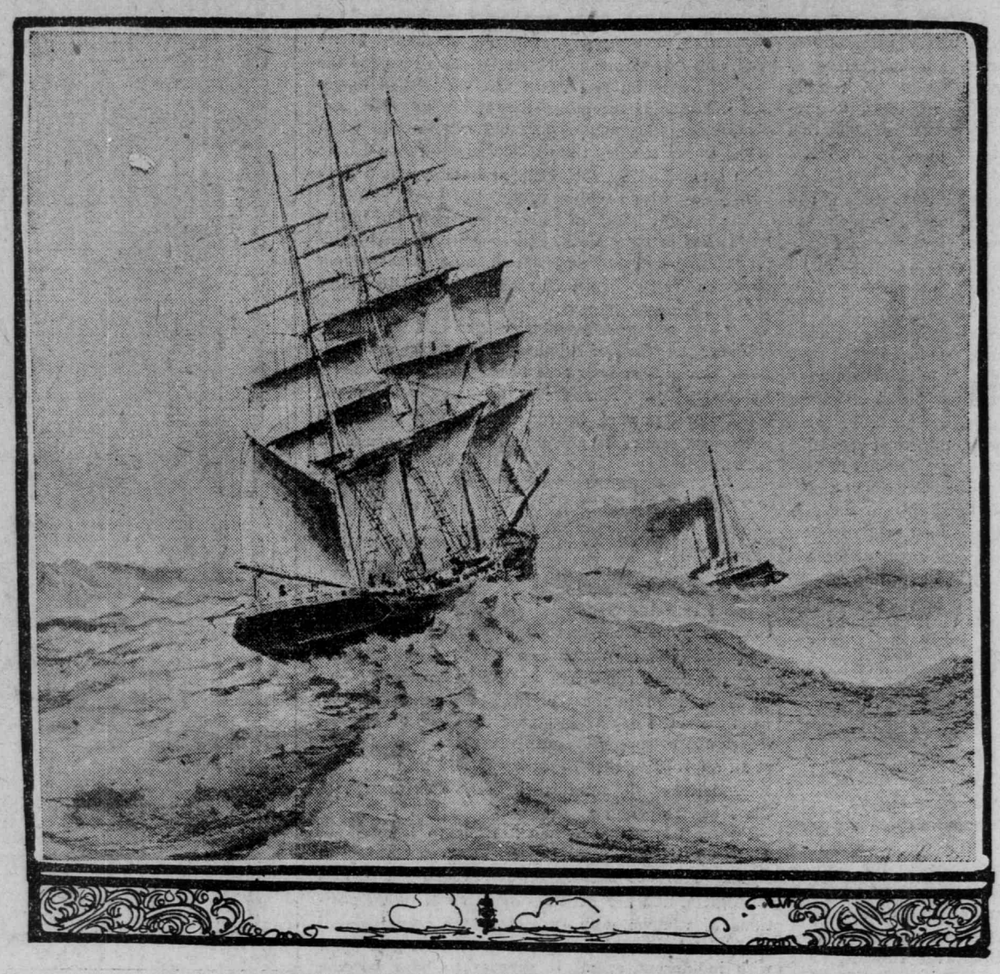
John Breuner Co.

(Successors to California Furniture Co.)

957 to 977 Market Street, Opp. Golden Gate Avenue.

STEAMSHIP SONOMA ARRIVES IN PORT FROM THE ANTIPODES

Brings More Than a Hundred Passengers and Has on Board Hawaiian Money Worth $10,000.



STANCH AMERICAN VESSEL WHICH HAS ARRIVED SAFELY AT TACOMA AFTER WEATHERING A TERRIFIC STORM OFF CAPE FLATTERY, THEREBY PROVING THAT SHE IS STILL SOUND AND SEAWORTHY AFTER THIRTY YEARS OF CONTINUOUS SERVICE.

THE Oceanic Steamship Company's Sonoma arrived yesterday, 20 days 13 hours and 14 minutes from Sydney, and 5 days 15 hours and 30 minutes from Honolulu. She brought more than 100 passengers and 1200 tons of freight. Her cargo included 600 bales of wool, and from Honolulu she brought a shipment of Hawaiian dollars valued at $10,000 and 50 bales of sisal. This is the first shipment of the latter ever exported from the Hawaiian Islands.

Colonel G. W. Macfarlane was a passenger from Honolulu, and from Pago Pago came Captain U. Sebree, the commandant of Uncle Sam's naval station in Samoa.

The Sonoma encountered strong head winds for the first two days after leaving Sydney and some squally weather between Honolulu and here. Otherwise the weather was pleasant throughout the voyage.

The Sonoma's passengers included:

Sydney—Mrs. A. F. Marshall, Miss Tabourdan, S. O. Nivell, Mrs. F. C. Kingsmith, Miss A. E. Downs, Mr. and Mrs. M. C. Hewitt and five children, Mr. and Mrs. T. Nawa, Miss Nawa.

Auckland—Mr. and Mrs. W. Lamb and two children, E. R. Davies, Miss White, C. A Holbrow, R. A. Wilber, Robert White.

Pago Pago—Captain Sebree, Mrs. A. P. Tripp.

Honolulu—R. A. Duncan, Mrs. N. Delmas, F. G. Sharratt, H. W. Prouty, Miss E. J. Hamilton, L. J. Schultze, Miss Cunningham, R. W. McChesney, Mr. and Mrs. F. Elsensohn, Mr. and Mrs. J. Moritz, Mrs. D. Stoney and child, Mrs. W. F. Hale, A. Adam, Colonel G. W. Macfarlane.

Spartan's Rough Trip.

Considerable interest was manifested yesterday in the published dispatch from Tacoma telling of the recent rough voyage of the ship Spartan. She went from here to Cape Flattery in seven days and from there was three weeks reaching Whatcom. She was twice blown out to sea and in the struggle with the elements her rudder broke. She is now on the drydock at Tacoma. The Spartan, while one of the oldest, is said to be one of the stanchest vessels engaged in the coasting trade. She has had an eventful career, and in spite of nearly thirty years of constant service in all ports of the world, her timbers are still sound enough for a pretty strenuous tussle with almost any kind of a sea.

NEWS OF THE OCEAN.

Matters of Interest to Mariners and Shipping Merchants.

The French bark Desaix, now on the way from this port to Portland, is chartered for wheat thence to Sydney at 15s, with option of Cape Town, 21s; the French bark Marthe Roux, also on the way to Portland, is chartered for wheat or barley thence to Europe at 16s 3d; the British ship Norma loads wheat at Portland or Tacoma for Europe. All three chartered prior to arrival.

The Norwegian bark Excelsior was chartered prior to arrival for lumber from Puget Sound to Cork, U. K., at 60s.

The ship S. P. Hitchcock loads general cargo here for New York.

Exports for British Columbia.

The steamer Queen, which sailed on Saturday for Victoria, carried an assorted merchandise cargo consigned to various British Columbian ports, valued at $10,967, and including the following:

161,800 lbs dried fruit, 193 pkgs fresh fruit, 47 pkgs fresh vegetables, 200 bxs paste, 148 cs canned goods, 539 lbs tobacco, 77 gals wine, 13 pkgs drugs and medicines, 8869 lbs beans, 1878 lbs chocolate, 63 pkgs groceries and provisions, 49 pcs steel and iron, 172 boiler tubes, 1095 lbs bone ash, 10 bales moss, 100 rolls paper, 35 pkgs incubator, 8 pkgs electrical supplies, 7 pkgs arms and ammunition, 12 pkgs machinery.

Shipping Intelligence.

ARRIVED.

Monday, December 29.

Stmr Sonoma, Von Oterendorp, 20 days 13 hours 14 minutes from Sydney, via Honolulu 5 days 15 hours 30 minutes.

Stmr Scotia, Erickson, 11 hours from Bowens Landing.

Stmr Ramona, Gielow, 58½ hours from San Pedro and way ports.

Stmr Edith, Hall, 103 hours from Seattle.

Stmr Arcata, Nelson, 56 hours from Coos Bay.

Stmr Umatilla, Cousins, 68 hours from Victoria.

Ger stmr Neko, Krause, 93 days from Hamburg and way ports.

Br stmr Wyefield, Watson, 4 days 18 hours from Nanaimo.

Nor stmr Tellus, Pedersen, 88 hours from Ladysmith.

Bark Charmer, Slater, 13 days from Seattle.

Bktn Gardiner City, Walton, 15 days from Port Gamble.

Schr Oakland, Barker, 15 days from Siuslaw.

Schr Jessie Minor, Whitney, 10 days from Coos Bay.

CLEARED.

Monday, December 29.

Stmr Geo W Elder, Randall, Astoria; Oregon Railroad and Nav Co.

Stmr Pomona, Shea, Eureka; Pacific Coast Steamship Co.

Stmr Zealandia, Dowdell, Honolulu; J D Spreckels & Bros Co.

Stmr John S Kimball, Reed, Seattle; E T Kruse.

Nor stmr Titania, Ekenes, Nanaimo; J Rosenfeld's Sons.

SAILED.

Saturday, December 27.

Stmr Newsboy, Corning, San Pedro.

Monday, December 29.

Stmr Geo W Elder, Randall, Astoria.

Stmr Brooklyn, Higgins, Eureka.

Stmr South Coast, Jamieson, Eureka.

Stmr Mackinaw, Storrs, Tacoma.

Stmr J S Kimball, Reed, Seattle.

Stmr Pomona, Shea, Eureka.

Stmr Westport, Smith, Westport.

Stmr Zealandia, Dowdell, Honolulu.

Stmr Chico, Jensen, Tillamook.

Stmr Coronado, Peterson, Grays Harbor.

TELEGRAPHIC.

POINT LOBOS, Dec 29, 10 p m—Weather clear; wind NW, velocity 6 miles per hour.

DOMESTIC PORTS.

SAN DIEGO—Arrived Dec 29—Br ship Amphitrite, from London.

SEATTLE—Sailed Dec 29—U S stmr Warren, for San Francisco.

MENDOCINO—Sailed Dec 29—Stmr Phoenix, for San Francisco.

PORT HADLOCK—Arrived Dec 28—Stmr Chas Nelson, from Seattle, and sailed for San Francisco.

GRAYS HARBOR—Sailed Dec 27—Stmr Santa Monica, for San Francisco.

Arrived Dec 28—Schr Wawona, from San Pedro.

Sailed Dec 28—Stmr Grace Dollar, for San Francisco.

Sailed Dec 29—Schr Laura Madsen, for San Pedro; schr Fannie Adele, for San Francisco; schr W F Jewett, for San Pedro.

TACOMA—Arrived Dec 29—Schr King Cyrus, from Honolulu.

COOS BAY—Sailed Dec 29—Stmrs Empire and Alliance, tug Rescue with barge Santa Paula in tow and schr Ivy, all for San Francisco.

NEAH BAY—Passed out Dec 29—Stmr Chas Nelson, from Seattle, for San Francisco.

Returned Dec 29—Stmr Charles Nelson, from Seattle, for San Francisco, on account of heavy weather.

PORT GAMBLE—Arrived Dec 29—Ship Henry Villard, hence Dec 18; schr John G North, hence Dec 16.

Sailed Dec 29—Schr Maria E Smith, for San Francisco.

ABERDEEN—Arrived Dec 29—Stmr Chehalis, hence Dec 26.

BOWENS LANDING—Sailed Dec 29—Stmr Prentiss, for Redondo, via San Francisco.

PORT TOWNSEND—Arrived Dec 29—Schr Stimson, from San Pedro.

PORT BLAKELEY—Arrived Dec 29—Nor bark Excelsior, from Honolulu.

Sailed Dec 29—Bktn Lahaina, for Delagoa Bay.

ASTORIA—Sailed Dec 29—Stmr Columbia, for San Francisco.

Sailed Dec 29—Schr Wempe Bros, for San Pedro; tug Defiance, for San Francisco.

SAN PEDRO—Arrived Dec 29—Stmr Melville Dollar, from Everett.

Arrived Dec 29—Stmrs Aberdeen and Pasadena, schr Eva, from Eureka; schr Transit, from Whatcom.

Sailed Dec 29—Stmrs San Pedro and South Bay, for San Francisco.

VENTURA—Arrived Dec 29—Stmr Newsboy, hence Dec 27.

EUREKA—Sailed Dec 29—Stmr Corona, for San Francisco.

Arrived Dec 29—Stmr Ruth, hence Dec 27.

WHATCOM—Arrived Dec 28—Stmr Rainier, from Seattle.

ISLAND PORT.

HONOLULU—Arrived Dec 18—U S stmr Solace, hence Dec 11. Dec 20—Br stmr Aorangi, from Victoria. Dec 21—Bktn J L Evinston, from Newcastle, Aus; bark Willscott, from Hongkong; bktn S G Wilder, hence Dec 3. Dec 22—Ger bark Bille, from Leith; bark Foohny Suey, from New York; bark S C Allen, from Seattle; schr Wm Nottingham, from Newcastle.

Sailed Dec 18—Br stmr Doric, for Yokohama. Dec 19—Schr Mary E Foster, for Port Townsend; schr W H Talbot, for Victoria. Dec 20—Fr bark Champigny, for San Francisco. Dec 21—Bktn Amelia, for Eureka; bktn Irmgard, for San Francisco.

EASTERN PORTS.

NEW YORK—Arrived Dec 27—Br ship Chas S Whitney, from Iloilo.

NORFOLK, Va—Cleared Dec 27—Br stmr Drummond, for Colon.

FOREIGN PORTS.

CALLAO—Arrived Dec 14—Ger bark Alsterschwan, from Tacoma.

GUAYAQUIL—Sailed Dec 7—Ger stmr Denderah, for Hamburg.

CAPE TOWN—Arrived Dec 27—Ship Emily Reed, from Chemainus.

MANILA—Arrived Dec 28—Chil bktn Alta, from Port Ludlow.

VANCOUVER—Arrived Dec 29—Br stmr Tartar, from Hongkong.

MELBOURNE—Arrived prior to Dec 29—Ship Columbia, from Port Blakeley.

HAVRE—Arrived Dec 29—Ger stmr Menes, hence Sept 3.

MAZATLAN—Sailed Dec 25—Stmr Colon, for San Francisco.

NEWCASTLE, Aus—Sailed Nov 28—Bktn John Palmer, Honolulu. Nov 22—Schr Churchill, for Honolulu. Nov 30—Bark Louisiana, for Honolulu. Dec 1—Ship Paramita, for San Francisco. Dec 2—Schr El Dorado, for Honolulu; bktn Makawell, for Honolulu.

In port Dec 8—Schrs Alice McDonald and Alpena, bktn Aurora, bark Challenger, schr Henry K Hall, for Honolulu; Fr ship Hoche, for San Francisco.

VICTORIA—Arrived Dec 29—Br stmr Yeddo, from Valparaiso.

OCEAN STEAMERS.

HAVRE—Arrived Dec 29—Stmr Mones, from Tacoma, San Francisco, etc, for Hamburg.

QUEENSTOWN—Arrived Dec 29—Stmr Ivernia, from Boston, for Liverpool, and proceeded.

LIVERPOOL—Sailed Dec 29—Stmr Cestrian, for Boston.

Arrived Dec 27—Stmr Bovic, from New York, Dec 28—Stmr Lancastrian, from New York.

ANTWERP—Sailed Dec 29—Stmr Finnland, for New York.

Arrived Dec 29, 2 p m—Stmr Vaderland, from New York.

BREMEN—Sailed Dec 29—Stmr Maine, for New York.

NEW YORK—Arrived Dec 29—Stmr Saxonia, from Liverpool and Queenstown; stmr Zeeland, from Antwerp.

ST JOHNS, N F—Arrived Dec 29—Stmr Carthagenian, from Liverpool, for Halifax and Philadelphia.

CABLE EXPERTS AWAIT MESSAGE

No Word as Yet Has Been Received From Honolulu.

Everything Ready at Distant Point for Splicing of Wire.

No word has been received from the Silvertown since last Friday afternoon. All day yesterday the watchers in the cable-house at the Cliff awaited the signal that the cable had been spliced at Honolulu and communication between the distant points established. The delay in splicing the cable to the shore line is ascribed to bad weather. The experts stationed in the Postal telegraph office are of the opinion that a message will be received to-day.

The steamship Sonoma arrived yesterday with interesting tidings from Honolulu. The following is from The Call's Honolulu correspondent:

The laying of the underground system of the trans-Pacific cable here has been a successful piece of work, the pulling of the two cables into their places occupying fifteen days' time, each of them being 5,048 miles long. There were forty sections made, ranging from 80 to more than 1000 feet, the average length being 682 feet. Regular galvanometer tests were made each day. The cable is of exactly the same character as the land cable put down in San Francisco. The only drawback to the completion of the work before the arrival of the steamer Silvertown was through the absence of the delicately adjusted instruments that were on board the vessel. Any delay that might arise will be obviated by the installation of the old style mirror instruments that were brought down by Superintendent Gaines in case of emergency. The last of the splices in the land line was made about noon of the 22d, and the cable house was at once connected with the main office in the Young building by telephone.

An Acceptable Gift

For the family is an inexpensive little home at beautiful Monte Rio Park. Call at 805 Hayward building for particulars.

Movements of Steamers.

TO ARRIVE.

Steamer.	From.	Due.
Empire	Coos Bay	Dec. 30
Acme	Willapa Harbor	Dec. 30
Phoenix	Mendocino	Dec. 30
San Pedro	San Pedro	Dec. 30
Mandalay	Coquille River	Dec. 30
S. Monica	Grays Harbor	Dec. 30
Redondo	Redondo	Dec. 30
Corona	Humboldt	Dec. 30
State of Cal	San Diego & Way Pts.	Dec. 30
Alb. River	Point Arena & Albion.	Dec. 30
Alliance	Portland & Way Ports	Dec. 31
C. Nelson	Seattle & Tacoma	Dec. 31
Crescent City	Crescent City	Dec. 31
Colon	N. Y. via Panama	Dec. 31
Columbia	Portland & Astoria	Dec. 31
Coquille Riv	Grays Harbor	Jan. 1
Santa Rosa	San Diego & Way Pts.	Jan. 1
Pt. Arena	Mendocino & Pt. Arena	Jan. 1
S. Barbara	Seattle & Olympia	Jan. 2
Eureka	Humboldt	Jan. 2
Pomona	Humboldt	Jan. 2
Coos Bay	San Pedro & Way Pts.	Jan. 2
City Puebla	Puget Sound Ports	Jan. 2
Amer. Maru	China & Japan	Jan. 3
Mariposa	Tahiti	Jan. 3
Rainier	Seattle & Whatcom	Jan. 4
G. W. Elder	Portland & Astoria	Jan. 5
Ramona	Newport & Way Ports	Jan. 6
North Fork	Humboldt	Jan. 7
Queen	Puget Sound Ports	Jan. 7
San José	N. Y. via Panama	Jan. 8

TO SAIL.

Steamer.	Destination.	Sails.	Pier.
	December 30.		
G. Lindauer	Grays Harbor	5 pm	Pier 10
Eureka	Humboldt	9 am	Pier 13
San Pedro.	Humboldt	4 pm	Pier 2
	December 31.		
Homer	Eureka & C. Bay.	5 pm	Pier 16
Arcata	Coos Bay-Pt. Orf'd	10 am	Pier 13
Hermonthis	Hamburg & Way.	12 m	Pier 34
	January 1.		
N. Fork	Humboldt	12 m	Pier 2
Ramona	Newport & Way	9 am	Pier 11
	January 2.		
Corona	Humboldt	1:30 p	Pier 11
State Cal.	San Diego & Way.	9 am	Pier 11
Albion Riv	Pt. Arena & Albion	6 pm	Pier 13
Redondo	Tillamook & Way	.....	Pier —
Umatilla	Puget Sound Ports	11 am	Pier 19
Nevadan	Honolulu-Kahului	3 pm	Pier 26
	January 3.		
Newsboy	Los Angeles	4 pm	Pier 16
Pt. Arena	Point Arena	4 pm	Pier 2
Coquille Ri	Grays Harbor	5 pm	Pier 2
Coptic	China & Japan	1 pm	PMSS
San Juan	N. Y. via Panama	12 m	PMSS
Columbia	Astoria & Portland	11 am	Pier 24
	January 4.		
Pomona	Humboldt	1:30 p	Pier 11
S. Rosa	San Diego & Way.	9 am	Pier 19
S. Monica.	Grays Harbor	4 pm	Pier 2
	January 5.		
Coos Bay	San Pedro & Way.	9 am	Pier 11
	January 6.		
City Puebla	Puget Sound Ports.	11 am	Pier 19
C. Nelson	Seattle & Tacoma.	10 am	Pier 2
	January 7.		
Curacao	Mexican Ports	10 am	Pier 23
	January 8.		
G. Elder	Astoria & Portland	11 am	Pier 24
Sonoma	Sydney & Way	10 am	Pier 7
Rainier	Seattle & Whatcom	4 pm	Pier 2

FROM SEATTLE.

Steamer.	For.	Sails.
Cottage City.	Skagway & Way Ports.	Dec. 31
Farallon	Skagway & Way Ports.	Jan. 2
Bertha	Valdez & Way Ports	Jan. 6
City Seattle	Skagway & Way Ports.	Jan. 6
Nome City	Valdez direct	Jan. 8
Al-Ki	Skagway & Way Ports.	Jan. 9
Dirigo	Skagway & Way Ports.	Jan. 9

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.

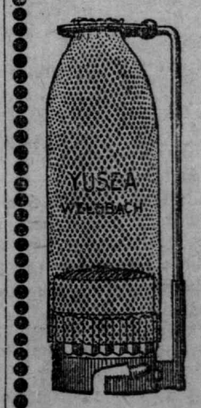
NOTE—The high and low waters occur at the city front (Mission-street wharf) about twenty-five minutes later than at Fort Point; the height of tide is the same at both places.

TUESDAY, DECEMBER 30.

Sun rises 7:25
Sun sets 4:59
Moon sets .....6:01 p. m.

Date.	Time H W	Ft.	Time L W	Ft.	Time H W	Ft.	Time L W	Ft.
30	0:53	4.3	5:00	3.1	11:12	5.1	6:40	0.2
31	1:31	4.3	5:49	3.1	11:43	4.7	6:41	0.0
1	2:05	4.8	6:35	3.1	12:29	5.0	7:09	0.0
2	2:34	4.9	7:20	3.1	1:08	4.7	7:42	0.2
3	3:05	4.9	8:15	3.0	1:55	4.4	8:20	0.5
4	3:39	5.0	9:13	2.7	2:50	4.2	9:04	0.9
5	4:10	5.1	10:19	2.4	4:00	3.8	9:53	1.4
6	4:48	5.2	11:16	1.9	5:17	3.7	10:46	1.9

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.



WELSBACH COMPANY

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MERCURY FALLS UNUSUALLY LOW

San Francisco's Weather Is Colder Than Normal.

Thermometers All Over the Land Are Breaking Records.

Yesterday was the coldest day San Francisco has experienced for nearly two years. The early morning hours were decidedly chilly and the mercury rose but eight degrees before sunset. The atmosphere happens at this time to be unusually dry, so that the low temperature was less appreciated than it would have been under ordinary conditions.

The Fahrenheit thermometers at the Weather Bureau registered forty-two degrees above zero at about daylight. Toward noon the mercury rose to fifty degrees, but fell again during the afternoon. Last night the temperature was at about forty-six degrees and seemed to be on the way farther down the scale. Local Forecast Official Wilson predicted that probably there would be two or three days more of cold weather and that during the first week of the new year more comfortable conditions would begin to prevail.

The temperature in San Francisco for several days past has been about four degrees lower than usual. In the mountain country and in Nevada it has been about ten degrees below the normal. Several killing frosts have visited the State, but the agricultural districts have been given ample warning and the Weather Bureau officials say that little harm has been done to the fruit interests.

All over the eastern and northern portion of the country the weather has been freezing cold and at present shows no signs of abatement. Forecaster Wilson states that great discomfort and suffering would be experienced in this city if we should have a few days of normal Nevada weather because of our proximity to the ocean.

No reason for the extraordinary cold spell which has visited the United States this winter can be given by the meteorological experts. It has made a stay of more than a week and seems in no hurry to depart.

PROGRESO OWNERS ASK TO LIMIT LIABILITY

Disclaim Any Responsibility by Negligence or Otherwise for Explosion or Its Effects.

The Michigan Steamship Company, owner of the exploded oil steamer Progreso, filed a petition yesterday in the United States District Court to limit its liability in any suits that may be brought against it for damages. The petition states that on December 3, "by some means and from some cause to this petitioner unknown, when the vessel was about to proceed upon her voyage on the bay of San Francisco and return to her dock, an explosion occured on board whereby the vessel became a complete wreck and many persons on board were injured and some killed, as well as property damaged and destroyed."

The petitioner disclaims any responsibility by negligence or otherwise for the explosion. The only thing of value in the wreck is the material, which sold for $15,020. The petitioner asks for an appraisement and an order of court to limit its liability to the amount of the appraisement.

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