TRADE DEMAND FAILS OF VIGOR

Commercial Activity of Recent Autumn Years Lacking.

Railroads Suspend Improvement Work Earlier Than Usual.

NEW YORK, Oct. 16.—Bradstreet's tomorrow will say:

General trade and industry still lacks the spur of insistent demand which has been so conspicuously present in the autumn of recent years. Exceptions to this are noted in the Southwest in the hardware business, where the demand as a whole is reported equal to last year, and at some points in the Northwest and on the Pacific Coast. In the Central West business is fair, but at the East the quietness is increasing, and reports from the South are rather less optimistic, if some portions of Tennessee and Florida, where crop yields are especially good, are excepted.

The reasons for this are not far to seek. Sympathetic reflection of depression in securities is shown in more conservative and cautious buying at wholesale. Crops generally are slow to move. Cereal producers are apparently disinclined to accept present prices for their products, and the lower prices for cotton reached some time ago, with much less favorable advices from that crop, cloud the Southern aspect slightly. The shut-downs of iron furnaces fail to stimulate values in this line.

Money is easier at the largest centers, but while this makes it less difficult to get accommodation this very fact is regarded as evidence of quietness, in many lines releasing funds which ordinarily would be inactive. Collections are still complained of as slow. There are, however, some favorable features in the situation. The indisposition of producers to meet consumers' demands is a sign of an ability to hold, which, whether wise or not, indicates underlying prosperous conditions.

Reports of suspension of improvement work by railroads come rather earlier than usual this year, but sales of new rails, cars and supplies point to much of this work doing. It is to be noted that while dry goods and textiles report dullness in many places, groceries, hardware and food products move more freely because of price conditions being easier. Eastern cotton mills have not yet resumed in full and are buying sparingly as yet, but wool is in rather better sale to cover orders booked. Reports from the Eastern jewelry manufacturing trade are quite good, and shipments of shoes from Eastern centers break all previous years' records.

Wheat, including flour, exports for the week ending October 15 are 3,286,610 bushels, against 2,378,172 last week and 5,240,688 this week last year. Corn exports for the week aggregate 4,410,612 bushels, against 3,110,118 last week and 1,180,674 a year ago.

Business failures in the United States for the week ending October 15 number 203, against 197 last week, 203 in the like week of 1902, 189 in 1901, 223 in 1900 and 221 in 1899.

In Canada failures number 17, against 19 last week and 15 in the corresponding week a year ago.

R. G. Dun & Co.'s weekly review of trade to-morow will say:

While some contraction in trade and industry has undoubtedly taken place, it is not in proportion to the reduction of 20 per cent in the pig iron output or the reaction in the prices of securities, although in standard railroads these have usually proved fairly reliable barometers of business. Many branches of manufacture, however, are working full force, with large orders still unfilled, while the latest returns of the crops are most encouraging. Finance and labor are the disturbing elements this year, neutralized very largely by favorable commercial and agricultural conditions. The net result is a fairly well maintained volume of trade, offset by conservatism in carrying out projected new undertakings and proposed extensions of facilities. Railway earnings thus far available for October are 6.2 per cent larger than last year and 12.7 per cent above 1901.

Widely conflicting stories are received as to the condition of the iron and steel industry. There is evidence that the decline in quotations has been checked, although it is occasionally stated that special terms are made on important contracts.

Failures this week number 208 in the United States, against 206 last year, and in Canada 28, compared with 24 a year ago.

Detained by the Fog.

The Pacific Mail Company's Barracouta, which came into port yesterday, 23 days from Panama, spent the greater part of Thursday and all Thursday night anchored outside the harbor awaiting the lifting of a dense fog which obscured all the guides upon which mariners depend for a safe passage in through the Golden Gate. The Barracouta brought 19 passengers and 1800 tons of cargo, the latter including 3000 tons of coffee.

On the outward trip, while in the harbor of Corinto, on September 26, the Barracouta's main truck was struck by lightning and shattered to slivers. Among the passengers was Rev. Marechal Delgado, a Catholic priest, from Buenos Ayres, who is on his way to China to engage in missionary work. The passengers included the following named: Joseph Norris, Paulina Serger, Carlos Heineman, Rev. Marechal Delgado.

Fleet Ordered to Acapulco.

The squadron now in the harbor commanded by Admiral Glass has been ordered to Acapulco for a practice cruise. Thursday is the day set for sailing, and the war vessels are already preparing for the voyage. The fleet will go direct to Acapulco and will return in a leisurely manner, getting back about the middle of December. The ships affected by the order are: Concord, Marblehead, Boston and Wyoming. The Marblehead has been designated by Admiral Glass as his flagship.

Overdue Bark Arrives.

The Norwegian bark Midnatsol, which on Thursday was posted on the overdue list at 10 per cent, arrived yesterday at Brisbane. The St. Mungo was advanced to 35 per cent. The British ship Corolia was posted as uninsurable. She is a vessel of 1264 tons, and is commanded by Captain Calpin. She is out 139 days from Port Natal for Valparaiso, and 90 per cent reinsurance has been paid on her.

Denies That Babcock Was Ashore.

The pilot that was in charge of the American ship W. F. Babcock on October 10, when she is reported to have been ashore off Fort Carroll, near Baltimore, has telegraphed the owners contradicting the report. He explains that he ordered the vessel anchored during a gale and that those ashore that saw her and reported her aground were mistaken. The Babcock is bound for this port with a cargo of coal.

Salmon Ship Loses Anchor.

The ship Balclutha, which arrived yesterday 13 days from Karluk, lost her anchor and chain while rounding to off Meiggs wharf. The Balclutha brought 25,157 cases of salmon. The little salmon tender Chilcat also reached port, 8½ days from Pyramid Harbor.

Breaks Her Tail Shaft.

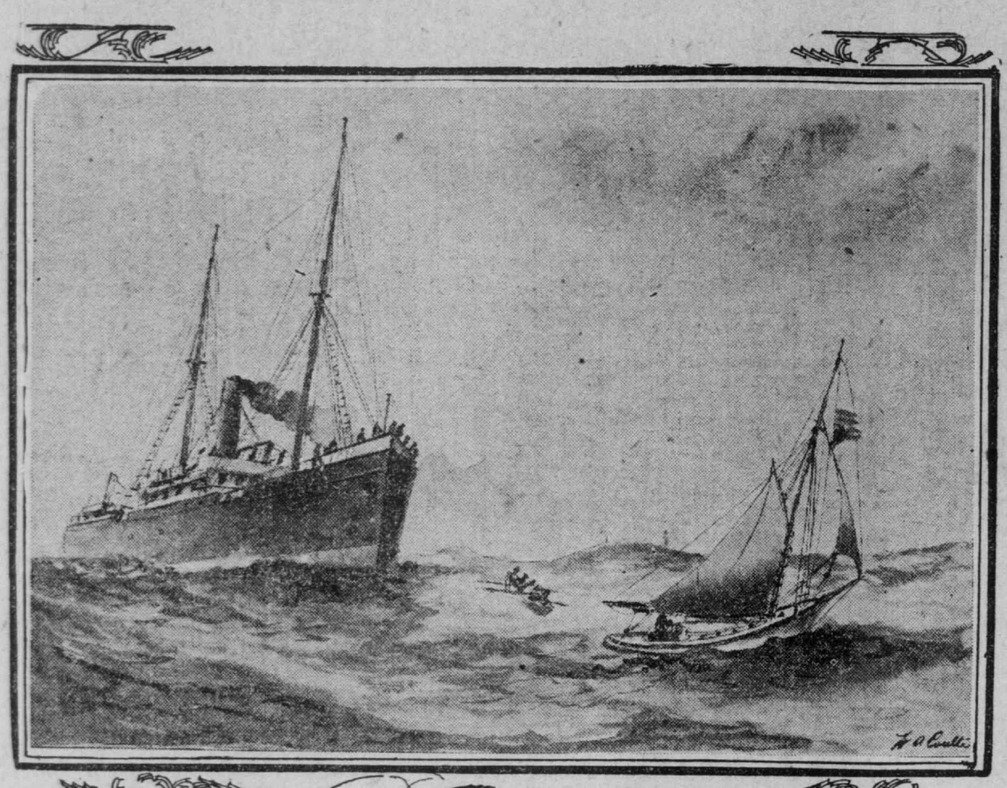
The steamer Farallon, from Skagway, is reported anchored at Wrangel Narrows with her tail shaft broken. The tug Pioneer has been sent from Seattle to her assistance.

Takes a Big Cargo.

The Pacific Mail Company's San Jose, which sails to-day for Panama and way ports, will take 2250 tons of cargo. This includes 700 tons of flour, 1400 barrels of wine and 150 tons of lead

SKIPPER OF LEAKING SLOOP ROVER NAVIGATES THE PERILOUS SEA ALONE

His One Sailor Struck Down by Swinging Boom, Captain Hall, Aided Only by His Courage, Is Guiding Frail Craft Through the Ocean's Dangers in Brave Fight to Make Haven at Magdalena Bay, Lower California



SLOOP ROVER THAT LOST HERSELF IN THE DARK ON THE PACIFIC AND WAS TOLD WHERE SHE WAS BY CAPTAIN TRASK OF THE PACIFIC MAIL STEAMSHIP BARRACOUTA THAT ARRIVED HERE YESTERDAY FROM PANAMA.

THE little sloop Rover, formerly a well-known yacht hailing from this port, but now engaged in trading from San Pedro, is somewhere on the Pacific leaking like a sieve but fighting her way to Magdalena Bay, sailed, baled, steered and navigated by one man, her skipper, Captain Hall. Incidentally, Hall is playing nurse to the man that comprised his crew, but who was knocked out of commission by a blow from a swinging spar.

The story of the Rover's plight was brought to port yesterday by Captain Trask of the steamship Barracouta. The Panama liner sighted the Rover at 5:30 a. m. on October 11 in latitude 26.05 north, longiture 113.35 west, off the coast of Lower California. The Rover was flying her ensign upside down. A strong northwester was blowing at the time and the little vessel was hove to. When the liner approached the sloop Captain Hall hailed the steamship and asked Captain Trask for his position. He had been blown off shore, he said, during the night. A boat was lowered from the Barracouta and Captain Trask sent an officer to investigate the condition of affairs on the sloop and to find out what was wanted. Hall said that what he needed most of all was assistance, but none of the Barracouta's crew cared to change quarters to the leaking Rover. His only helper, he reported, had been knocked down by the boom and completely disabled. The Rover was bound from San Pedro to Magdalena Bay for a cargo of shells. She was then out ten days. The sloop was leaking, but the captain, who said his name was Hall, refused to leave his vessel. He had plenty of food, he said, could control the leaking and guessed he could take the Rover to her destination single-handed.

The Barracouta stood by the Rover for two and a half hours, and just before parting company Captain Trask furnished the lone mariner with his correct position.

METEOR IS PICKED UP.

Disabled Steamship Being Towed in Direction of Dutch Harbor.

The steamship Meteor, which lost her propeller and for some time past has been drifting helplessly about in the Bering Sea, has been picked up and is now on her way to Eureka. The Bering Sea is at best a poor place for a disabled vessel of any kind and few vessels could be so altogether helpless as the Meteor without a propeller.

At this season of the year these northern waters are full of dangers, even for vessels under full control, and as the Meteor without a propeller was about as awkward to navigate as an iron kettle, the knowledge of her condition gave rise to grave anxiety.

The news of the Meteor's predicament was taken to shore by one of the steamer's officers, who, with a few hardy seamen, braved the winter waters in a small boat and after a perilous trip made land and succeeded in communicating with the outside world.

The Alaska Commercial Company's steamship St. Paul has arrived at St. Michael, and, according to word received yesterday from Captain Lindquist, she passed the Meteor October 9 in tow of the steamship Eureka. The vessels were making slow but steady way toward Dutch Harbor, for which port the Meteor has a cargo. The Meteor is well known here and the news of her safety was received in local shipping circles with considerable relief.

NEWS OF THE OCEAN.

Matters of Interest to Mariners and Shipping Merchants.

The British ship Forrest Hall is chartered for barley to Europe at 13s 6d (6d less direct). The schooner Minnie A. Caine proceeds to Eureka to load redwood for Sydney.

A Cargo for Honolulu.

The bark Alden Besse was cleared for Honolulu yesterday with an assorted merchandise cargo, valued at $26,041, and including the following: 5316 gals 55 cs wine, 2844 ctls barley, 44,947 lbs bran, 10 ctls wheat, 242 ctls oats, 10,739 lbs middlings, 619 bales hay, 69 ctls corn, 7025 lbs meals, 10 cs liquors, 155 pkgs beer, 3900 lbs coffee, 55,110 lbs shrimps, 14,200 lbs shrimp shells, 2490 lbs nuts, 2400 lbs lard, 1081 pkgs groceries and provisions, 2668 ft lumber, 4000 gals distillate, 3 bales twine, 1541 bdls shingles, 30 pkgs shooks, 400 bdls shakes, 132 cs lubricating oil, 8 bales hose, 5 cs fuse, 24 pkgs agricultural implements, 15 coils rope, 143 pkgs paper, 200 bxs soap, 80 pkgs powder, 86 pkgs ship chandlery, 121 pkgs crockery and glassware, 9 pkgs drugs and medicines, 1060 lbs solder, 42 pkgs sewing machines, 52 pkgs millwork, 50 kegs lead, 12 bbls paints, 280 gals alcohol, 50 cs whisky, 1 pkg machinery, 25 gals brandy.

Movements of Steamers.

TO ARRIVE.

Steamer.	From.	Due.
Czarina	Coos Bay	Oct. 17
S. Monica	Grays Harbor	Oct. 17
Eureka	Humboldt	Oct. 17
San Mateo	Tacoma	Oct. 17
Del Norte	Crescent City	Oct. 17
Pomona	Humboldt	Oct. 17
Argo	Eel River Ports	Oct. 17
Iaqua	San Pedro	Oct. 17
S. Barbara	San Pedro	Oct. 17
Bonita	Newport & Way Ports	Oct. 17
Columbia	Portland & Astoria	Oct. 17
Centralia	Grays Harbor	Oct. 18
Isis	Seattle	Oct. 18
Mariposa	Tahiti	Oct. 18
Arctic	Humboldt	Oct. 19
Redondo	San Pedro	Oct. 19
Arcata	Coos Bay & Port Orford	Oct. 19
North Fork	Humboldt	Oct. 19
State of Cal	San Diego & Way Ports	Oct. 19
Umatilla	Puget Sound Ports	Oct. 19
Sierra	Sydney & Way Ports	Oct. 19
Corona	Humboldt	Oct. 20
American	New York	Oct. 20
S. Portland	Portland & Astoria	Oct. 20
Coos Bay	San Pedro & Way Ports	Oct. 21
Acapulco	New York via Panama	Oct. 21
Ramses	Hamburg & Way Ports	Oct. 21
J. Dollar	Seattle & Tacoma	Oct. 21
G. Lindauer	Grays Harbor	Oct. 22
Santa Rosa	San Diego & Way Ports	Oct. 22
Point Arena	Mendocino & Pt. Arena	Oct. 22
G. W. Elder	Portland & Astoria	Oct. 22
Coptic	China & Japan	Oct. 23
Queen	Puget Sound Ports	Oct. 24
Nicaria	Hamburg & Way Ports	Oct. 24
Rival	Willapa Harbor	Oct. 24
Alliance	Portland & Way Ports	Oct. 27
Curacao	Mexican Ports	Oct. 27

TO SAIL.

Steamer.	Destination.	Sails.	Pier.
	October 17.		
Lakme	Arcata direct	5 pm	Pier 2
Chehalis	Grays Harbor	5 pm	Pier 2
Coronado	Grays Harbor	4 pm	Pier 10
Eureka	Humboldt	4 pm	Pier 13
S. Monica	Los Angeles Ports	9 am	Pier 2
Chico	Coquille River	6 pm	Pier 2
S. Barbara	Seattle & Olympia	4 pm	Pier 2
Iaqua	Humboldt	11 am	Pier 2
San Jose	N. Y. via Panama	12 m	Pier 40
Alameda	Honolulu	11 am	Pier 7
Pt. Arena	Point Arena	4 pm	Pier 2
San Pedro	Humboldt	4 pm	Pier 2
	October 18.		
F. Leggett	Humboldt	10 am	Pier 10
Phoenix	Mendocino City	1 pm	Pier 13
Santa Rosa	San Diego Way Pts	9 am	Pier 11
City Puebla	Puget Sound Ports	11 am	Pier 9
Centennial	Seattle & Tacoma	10 am	Pier 2
	October 19.		
Argo	Eel River Ports	4 pm	Pier 2
Pomona	Humboldt	1:30 p	Pier 9
	October 20.		
Californian	New York	.....	Pier 23
Bonita	Newport & Way Pts	9 am	Pier 19
Uarda	Hamburg Way Pts	2 pm	Pier 19
Rainier	Seattle & Whatcom	4 pm	Pier 10
Columbia	Astoria & Portland	11 am	Pier 24
	October 21.		
Arcata	Coos B. & Port Orford	10 am	Pier 13
	October 22.		
Corona	Humboldt	1:30 p	Pier 9
Arctic	Humboldt	4 pm	Pier 10
State of Cal	San Diego & Way	9 am	Pier 11
N. Fork	Humboldt	5 pm	Pier 2
S. Portland	Astoria & Portland	6 pm	Pier 2
	October 23.		
Isis	Humboldt Way Pts	.....	.....
Siberia	China & Japan	1 pm	Pier 40
Umatilla	Puget Sound Ports	11 am	Pier 9
	October 24.		
Coos Bay	San Pedro & Way	9 am	Pier 11
Centralia	Grays Harbor	4 pm	Pier 10
Barracouta	N. Y. via Panama	12 m	Pier 40
	October 25.		
G. W. Elder	Astoria & Portland	11 am	Pier 24
	October 26.		
J. Dollar	Seattle & Tacoma	10 am	Pier 2
Mariposa	Tahiti	11 am	Pier 7
	October 27.		
Nevadan	Honolulu	3 pm	Pier 20
Rival	Willapa Harbor	4 pm	Pier 2

FROM SEATTLE.

Steamer.	For.	Sails.
Farallon	Skagway & Way Ports	Oct. 20
City Seattle	Skagway & Way Ports	Oct. 20
Humboldt	Skagway & Way Ports	Oct. 21
Nome City	Cooks Inlet & Way Ports	Oct. 22
Cottage City	Skagway & Way Ports	Oct. 26
City Topeka	Skagway & Way Ports	Oct. 28

Sun, Moon and Tide.

United States Coast and Geodetic Survey—Time 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 25 minutes later than at Fort Point; the height of tide is the same at both places.

SATURDAY, OCTOBER 17.

Sun Rises 6:20
Sun sets 5:30
Moon rises .....2:51 a. m.

Day.	Time H W	Ft.	Time L W	Ft.	Time H W	Ft.	Time L W	Ft.
16	1:23	0.6	8:16	5.2	2:04	1.9	8:10	5.0
17	2:20	0.8	9:00	5.5	2:57	1.3	9:16	5.1
18	3:09	0.9	9:41	5.6	3:45	0.8	10:15	5.2
19	3:51	1.2	10:20	5.8	4:30	0.4	11:10	5.3
20	4:34	1.4	10:57	5.9	5:11	0.0	.....	.....
21	0:05	5.2	5:13	1.8	11:35	5.8	5:57	—0.2
22	0:57	5.1	5:54	2.1	12:12	5.7	6:42	—0.2

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 tides 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.

Time Ball.

Branch Hydrographic Office, U. S. N., Merchants' Exchange, San Francisco, Cal., October 16.

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.

Shipping Intelligence.

ARRIVED.

Friday, October 16.

Stmr Barracouta, Trask, 23 days from Panama, via Manzanillo 8 days.

Stmr Coquille River, Dart, 43 hours from Crescent City.

Stmr Lakme, Gillespie, 45 hours from San Pedro.

Stmr Chehalis, Frantzon, 35 hours from Redondo.

Stmr Phoenix, Odland, 15 hours from Mendocino.

Stmr Chilkat, Hyvaruine, 8½ days from Pyramid Harbor.

Stmr South Coast, Olsen, 16 hours from Fort Bragg.

Stmr Westport, Smith, 18 hours from Westport.

Tug Liberty, Dixon, 3 days from San Pedro, with two barges in tow.

Ship Balclutha, Bremer, 13 days from Karluk.

Bktn Addenda, Astrup, 7 days from Columbia River.

Schr Jessie Minor, Whitney, 7 days from Coos Bay.

Schr Emma Claudina, Jacobsen, 6 days from Eureka.

Schr Gem, Benson, 6 days from Coquille River.

Schr Albion, Olsen, 6 days from Coquille River.

Schr Sequoia, Johnson, 15 days from Port Hadlock; Oakland direct.

Schr John A, Olsen, 5 days from Eureka.

CLEARED.

Friday, October 16.

Stmr Corona, Johnson, Eureka; Pacific Coast Steamship Co.

Stmr Coos Bay, Nicolson, San Pedro; Pacific Coast Steamship Co.

Stmr Santa Rosa, Alexander, San Diego; Pacific Coast Steamship Co.

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

Bark Alden Besse, Kessel, Honolulu; J D Spreckels & Bros Co.

Bark St Katherine, Saunders, Hilo; Welch & Co.

SAILED.

Friday, October 16.

Stmr Noyo, Ellefsen, Fort Bragg.

Stmr Corona, Johnson, Eureka.

Stmr Coos Bay, Nicolson, San Pedro.

Stmr Gipsy, Leland, Santa Cruz.

Stmr Prentiss, Ahlstrom, Bowens Landing.

Stmr Santa Cruz, Gielow, Moss Landing.

Nor stmr Tellus, Arntzen, Ladysmith.

Schr Bessie K, Merriam, San Vicente Landing.

SPOKEN.

Oct 8, lat 36 N, lon 15 W, Ger ship Emilie, from Antwerp, for San Francisco.

No date, lat 37 N, lon 13 W, Br ship Barcore, from Antwerp, for Puget Sound.

Per stmr Barracouta—Oct 11, lat 26 05 N, lon 113 35 W, sloop Rover, from San Pedro, leaking, one man hurt, bound to Magdalena Bay. Wanted to get a seaman from the Barracouta.

TELEGRAPHIC.

POINT LOBOS, Oct 16, 10 p m—Weather thick; wind SW, velocity 8 miles per hour.

DOMESTIC PORTS.

SAN PEDRO—Arrived Oct 16—Stmr Mandalay, hence Oct 14; stmr Pasadena, from Mendocino; bktn J M Griffith, from Port Hadlock; schr E K Wood, from Grays Harbor.

Sailed Oct 16—Stmr Santa Barbara, for San Francisco.

SAN DIEGO—Arrived Oct 16—Schr Transit, from Redondo; schr Bangor, from Grays Harbor.

Sailed Oct 16—Stmr Fulton, for San Francisco.

SOUTH BEND—Sailed Oct 16—Brig J D Spreckels, for San Francisco.

SOUTH BEND—Arrived Oct 16—Schr Marion, from San Pedro; schr Wawona, from San Diego.

PORT TOWNSEND—Sailed Oct 16—Swed ship Alfhild, for Valparaiso.

Passed in Oct 16—Br stmr Heathdene, from Nanaimo, for Tacoma.

Arrived Oct 16—Br stmr Arab, hence Oct 12.

BALLARD—Arrived Oct 16—Schr Albert Meyer, from Monterey.

KARLUK—To sail about Oct 6—Ship Star of Russia, for San Francisco.

COOS BAY—Sailed Oct 15—Stmr Czarina, for San Francisco.

Arrived Oct 16—Stmr Empire, hence Oct 12.

Arrived Oct 16—Stmr Arcata, hence Oct 14.

Sailed Oct 16—Schr Advance, for San Francisco, from Bandon.

BANDON—Sailed Oct 16—Schr Ruby, for San Francisco.

PORT HARFORD—Sailed Oct 17, 2 a m—Stmr Bonita, for San Francisco.

ST MICHAEL—Arrived Oct 14—Stmr St Paul, from San Francisco, and reports having passed stmr Meteor, from Seattle, for Nome, on Oct 9 in tow of stmr Eureka, bound to Dutch Harbor.

TACOMA—Arrived Oct 16—Schr Alice McDonald, from Redondo.

ASTORIA—Sailed Oct 16—Stmrs Aberdeen and Despatch, for San Francisco.

REDONDO—Arrived Oct 16—Stmr Sequoia, from Grays Harbor; stmr Asuncion, from Ventura, and sailed for San Francisco.

PYRAMID HARBOR—Sailed Oct 7—Ship Star of France, for San Francisco.

SEATTLE—Arrived Oct 16—Stmr Queen, hence Oct 13.

Sailed Oct 16—Stmr Umatilla, for San Francisco.

TATOOSH—Passed out Oct 16—Swed ship Alfhild, from Port Ludlow, for Valparaiso; Br ship King Cyrus, from Tacoma, for San Francisco.

Passed in Oct 16—Br stmr Arab, hence Oct 12, for Port Townsend.

Passed out Oct 16—Ger stmr Isis, from Seattle, for San Francisco.

EUREKA—Sailed Oct 15—Stmr Eureka, for San Francisco; stmr Aurelia, for San Francisco. Oct 16—Stmr Pomona, for San Francisco.

ROGUE RIVER—Arrived Oct 16—Schr Del Norte, hence Sept 27.

Outside Oct 16—Schr Berwick, hence Oct 19.

ISLAND PORTS.

HONOLULU—Arrived Oct 15—Ship John Currier, from Newcastle, Aus; schr E B Jackson, from Newcastle, Aus; Br stmr Coptic, from Hongkong, and sailed for San Francisco. Oct 16—Ship James Drummond and brig Geneva, from Newcastle.

EASTERN PORT.

NEW YORK, Oct 15—Agents of ship W F Babcock, which was reported ashore Oct 10 off Fort Carroll, have been advised by pilot contradicting report that vessel was ashore, where she anchored during gale.

FOREIGN PORTS.

EAST LONDON—Arrived Oct 12—Br ship Celtic Race, from Tacoma.

YOKOHAMA—Sailed Oct 4—Stmr Tacoma, for Tacoma.

HONGKONG—Arrived Oct 10—Br stmr Gaelic, hence Sept 11.

LONDON—Arrived Oct 16—Ger stmr Anubis, hence May 22.

ANTWERP—Sailed Oct 15—Ger stmr Memphis, for San Francisco.

HULL—Arrived Sept 23—Br bark Ivanhoe, from Vancouver.

OCEAN STEAMERS.

QUEENSTOWN—Arrived Oct 16—Stmr Mayflower, from Boston, for Liverpool, and proceeded.

LIVERPOOL—Sailed Oct 16—Stmr Arabic, for New York, via Queenstown; stmr Victorian, for New York.

NAPLES—Sailed Oct 16—Stmr Prince Oscar, for New York.

MOVILLE—Sailed Oct 16—Stmr Astoria, for New York; stmr Bavarian, for Montreal.

NEW YORK—Arrived Oct 16—Stmr Auguste Victoria, from Hamburg, Southampton and Cherbourg.

Sailed Oct 16—Stmr Celtic, for Liverpool.

OCEAN TRAVEL.

AMERICAN LINE.

NEW YORK—SOUTHAMPTON—LONDON.
N. York.Oct. 28, 10 am|St.Louis.Nov. 11, 10 am
Phila...Nov. 4, 10 am|N. York.Nov. 18, 10 am
ATLANTIC TRANSPORT LINE.
New York—London Direct.
Min'polis.Oct. 24, 8 am|Masaba..Nov. 7, 9 am
Min'ha.Oct. 31, 1:30 pm|Min'ka.Nov. 14,1:30 pm
Only First-class Passengers Carried.
DOMINION LINE.
Boston—Queenstown—Liverpool.
Commonwealth..Oct. 22|Columbus.....Nov. 12
Cambroman....Oct. 29|Commonwealth.Nov. 19
Mayflower.....Nov. 5|
Montreal—Liverpool—Short sea passage
Canada.....Oct. 31|Southwark.....Nov. 7
Boston Mediterranean Direct
AZORES—GIBRALTAR—NAPLES—GENOA.
Vancouver.....Saturday, Nov. 21
RED STAR LINE.
New York—Antwerp—Paris.
Krooni'd.Oct. 24, 10 am|Finland..Nov. 7, 10 am
Zeeland..Oct. 31, 10 am|Vaderl'd.Nov. 14, 10 am
WHITE STAR LINE.
New York—Queenstown—Liverpool.
Sailing Wednesdays and Fridays.
Cymric...Oct. 28, 7 am|Victorian.Nov. 3, 3 pm
Teutonic..Oct. 28, noon|Cedric.Nov. 4, 3:30 pm
Arabic.Oct. 30,12:30 pm|Majestic..Nov. 11, noon
C. D. TAYLOR, Passenger Agent, Pacific Coast, 21 Post st., San Francisco.

TOYO KISEN KAISHA.

(ORIENTAL STEAMSHIP CO.)
Steamers will leave wharf, corner First and Brannan streets, at 1 p. m., for YOKOHAMA and HONGKONG, calling at Kobe (Hiogo), Nagasaki and Shanghai, and connecting at Hongkong with steamers for India, etc. No cargo received on board on day of sailing.
S. S. NIPPON MARU.....Thursday, October 15, 1903
S. S. AMERICA MARU.....Tuesday, November 10, 1903
S. S. HONGKONG MARU.....Thursday, December 3, 1903
Via Honolulu. Round-trip tickets at reduced rates. For freight and passage apply at Company's office, 421 Market street, corner First.
W. H. AVERY, General Agent.

DENVER OFFERS TO CO-OPERATE

Wishes Coast Cities to Unite to Secure Conventions.

Promotion Committee Gets Interesting Letter on Subject.

The California Promotion Committee and the Denver Chamber of Commerce are corresponding relative to getting conventions to visit the West in 1905. According to the statements made by the Denver body, there are booked 178 conventions of a national character to be held in St. Louis during the year 1904. It is therefore suggested by Denver that by concerted effort on the part of the principal cities of the far West a majority of the conventions could be secured for 1905. The text of the communication from the Denver Chamber of Commerce is as follows:

California Promotion Committee: As you of course realize, this is becoming an age of conventions. Every year sees new ones added to the already long list, and each year they are attended by larger numbers of people. The advantages accruing to the cities where these conventions are held are well recognized and the rivalry to secure them is keen.

We are informed that one hundred and seventy-eight conventions of a national character are already booked for St. Louis next year. It has occurred to the Denver Chamber of Commerce that if the proper kind of concerted effort were made by the principal cities of the far West a large number, if not indeed a majority, of these conventions could be brought to the West in 1905. Denver is peculiarly situated in relation to the other Western cities. Railroad statistics show that 90 per cent of all tourists visiting the Pacific Coast stop in this city either on the way out or back. We profit largely from all large gatherings that can be secured for your town. We have, therefore, a selfish interest in helping you to secure such conventions as you desire. Salt Lake City and Ogden have similar resources for joining in a movement of this kind.

We believe that if the cities of San Francisco, Los Angeles, Portland, Seattle, Tacoma, Spokane, Ogden, Salt Lake City and Denver can agree among themselves what particular conventions each city would like, and then all of them work together to carry out the programme as arranged, we cannot fail of success.

This chamber has assurances of the sympathy and co-operation of the executive committee of the Trans-Mississippi and Irrigation congresses and of the New Orleans and St. Louis Chambers of Commerce. The railroads will of course aid us to the limit of their ability. The great Lewis & Clark exposition to be held in 1905 at Portland will prove a magnet that will help us draw the crowds this way. Many of the brightest men from each of the cities interested will be stationed at St. Louis next year, and their assistance can doubtless be secured at little or no cost. Everything seems to us propitious for such a movement. We would like an early expression from you as to what you think of the proposal.

Yours respectfully,
MEYER FRIEDMAN, President.

RAILWAY TRAVEL.

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CALIFORNIA LIMITED TO CHICAGO
Leaves Mondays and Thursdays at 9:30 a. m., through in 3 days, with diner and all trappings.

Other Santa Fe Trains:
7:30 a. m. 9:30 a. m. 8:00 p. m. for Stockton, Fresno, Bakersfield, Merced, Hanford and Visalia.
4.00 p. m. for Stockton.
8:00 p. m. for Kansas City, Grand Canyon and Chicago.
TICKET OFFICE: 641 Market St., and Ferry Depot. S. F. Also 1112 Broadway, Oakland, Cal.

NORTH SHORE
TO SAN RAFAEL, SAN QUENTIN, MILL VALLEY, CAZADERO, ETC. via Sausalito Ferry.

Suburban Service, Standard Gauge Electric—Depart from San Francisco Daily—7:00, *8:00, *9:00, *10:00, 11:00 a. m., *12:20, *1:45, *3:15, 4:15, *5:15, 6:15, 7:00, 8:45, 10:20, 11:45 p. m.
FROM SAN RAFAEL TO SAN FRANCISCO—Daily—5:25, *6:35, *7:40, *8:35, *9:35, *11:05 a. m., *12:20, 1:45, *2:55, *3:45, 4:45, *5:45, *6:45, 8:45, 10:20 p. m.
Trains marked (*) run to and from San Quentin.
FROM MILL VALLEY TO SAN FRANCISCO—Daily—5:45, 6:55, 7:52, 8:55, 9:55, 11:20 a. m., 12:35, 2:00, 3:15, 4:05, 5:05, 6:05, 7:05, 9:00, 10:35 p. m.
THROUGH TRAINS.
8:00 a. m., week days—Cazadero and way stations.
5:15 p. m., week days (Saturdays excepted)—Tomales and way stations.
3:15 p. m., Saturdays—Cazadero and way stations.
Sundays only—10 a. m., Point Reyes and way stations.
TICKET OFFICE—626 Market st.
FERRY—Union Depot, foot of Market st.

MT. TAMALPAIS RAILWAY

Leave San Francisco Week Days.	Leave San Francisco Sundays	Via Sausalito Ferry Foot of Market St.	Arrive San Francisco Sundays	Arrive San Francisco Week Days.
*10:00 A	*8:00 A	TAMALPAIS	12:05 P	10:40 A
*1:45 P	9:00 A		1:25 P	2:50 P
5:15 P	10:00 A		2:50 P	5:50 P
.....	11:00 A		4:50 P	9:50 P
.....	1:45 P		5:50 P	.....
.....	3:15 P		7:50 P	.....

*Connect with stage for Dipsea and Willow Camp
TICKET OFFICES: 626 MARKET ST., (North Shore Railroad) and SAUSALITO FERRY Foot Market St.

OCEAN TRAVEL.

PACIFIC COAST STEAMSHIP CO.

Steamers leave San Francisco as follows:
For Ketchikan, Wrangel, Juneau, Haines, Skagway, etc., Alaska—11 a. m., Oct. 18, 23, 28, Nov. 2. Change to company's steamers at Seattle.
For Victoria, Vancouver, Port Townsend, Seattle, Tacoma, Everett, Whatcom—11 a. m., Oct. 18, 23, 28, Nov. 2. Change at Seattle to this company's steamers for Alaska and G. N. Ry.; at Seattle or Tacoma to N. P. Ry.; at Vancouver to C. P. Ry.
For Eureka (Humboldt Bay)—Pomona, 1:30 p. m., Oct. 19, 25, 31, Nov. 6; Corona, 1:30 p. m., Oct. 16, 22, 28, Nov. 3.
For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Santa Rosa, Sundays, 9 a. m.
State of California, Thursdays, 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 and Hueneme.
Coos Bay, 9 a. m., Oct. 16, 24, Nov. 1.
Bonita, 9 a. m., Oct. 20, 28, Nov. 5.
For Ensenada, Magdalena Bay, San Jose del Cabo, Mazatlan, Altata, La Paz, Santa Rosalia, Guaymas (Mex.), 10 a. m., 7th of each month.
For further information obtain folder.
Right is reserved to change steamers or sailing dates.
TICKET OFFICES—4 New Montgomery street (Palace Hotel), 10 Market street and Broadway wharf.
Freight office, 10 Market street.
C. D. DUNANN, General Passenger Agent, 10 Market street, San Francisco.

O. R. & N. CO.

"Columbia" sails Oct. 20, 30, Nov. 9, 19, 29. "George W. Elder" sails Oct. 15, 25, Nov. 4, 14, 24. Only steamship line to PORTLAND, OR., and short rail line from Portland to all points East. Through tickets to all points, all rail or steamship and rail at LOWEST RATES. Steamer tickets include berth and meals. Steamer sails foot of Spear st. at 11 a. m. S. F. BOOTH, Gen. Agt. Pass. Dept., 1 Montgomery st.; C. CLIFFORD, Gen. Agt Freight Dept., 3 Montgomery st.

OceanicS.S.Co. HAWAII, SAMOA, NEW ZEALAND AND SYDNEY. DIRECT LINE TO TAHITI.
S.S. ALAMEDA, for Honolulu, Oct. 17, 11 a. m.
S.S. MARIPOSA, for Tahiti, Oct. 26, 11 a. m.
S. S. SIERRA, for Honolulu, Samoa, Auckland and Sydney, Thursday, Oct. 29, 2 p. m.
A.D. SPRECKELS & BROS. CO., Agts., Ticket Office, 643 Market St. Freight Office, 328 Market St., Pier No. 7, Pacific St.

COMPAGNIE GENERALE TRANSATLANTIQUE.
DIRECT LINE TO HAVRE-PARIS.
Sailing every Thursday instead of Saturday, at 10 a. m., from Pier 42, North River, foot of Morton street.
First-class to Havre, $70 and upward. Second-class to Havre, $45 and upward. GENERAL AGENCY FOR UNIT