STEAMER RUNS INTO ROCKS

Hole Two Feet Square Is Made in Her Side and She Sinks in Fifteen Feet of Water

PASSENGERS ARE SAVED

Accident Occurs Off Copps Island, Just Outside Norwalk Harbor, During a Heavy Fog

SOUTH NORWALK, Conn., Dec. 24. In a thick fog early this morning the steamer Erastus Corning, of the Starline line, bound from New Haven for New York, with thirty passengers and a heavy cargo of freight, struck on the rocks off Copps Island just outside Norwalk harbor. A hole two feet square was stove in the side of the steamer and within five minutes she sank in fifteen feet of water.

The shock of the collision and the cries of the crew aroused the passengers, who rushed on deck in a panic, most of them scantily clad. One woman jumped overboard, but was rescued by a member of the crew. During the confusion six of the passengers cleared away a small boat and left the steamer. The boat contained two men and four women.

Aside from the missing party, all the passengers and crew reached here safely on board a tug, and the passengers soon after left by train for New York. Some of them were without wraps and all were without baggage, the vessel having filled with water so quickly that they had barely time to seize clothing and rush to the deck.

BRIDGEPORT, Conn., Dec. 24.—A report from Greens Farms says that a small boat containing six persons, who probably were passengers on the wrecked steamer Erastus Corning, has landed at that point.

Nearly Three Million Widows.

A Chicago mathematician announces that Chicago, with 60,396 widows, has a larger number than any other community in the country. It is added that the number of widowers in the city is only 23,097.

As a matter of fact the State in which widows are most numerous is New York, in which they number 320,000. The city in which they are most numerous is the city of New York, where there are 105,000.

There were by the last Federal census 2,720,000 widows in the whole United States, of whom, it is worthy to remark, 88,000 were in Indiana and only 8000 in Utah.

There were 128,000 in Massachusetts, less than the total number in the two States of Alabama and Mississippi, though the view pretty generally prevails that the number of widows is disproportionately large throughout New England.

There are nearly 2000 in Hawaii and 1700 in Alaska, a proportionately larger number than in the city of Chicago.—New York Sun.

The number of murders per million inhabitants is in England 5.13, in Germany 5.45, in France 11.55, in Austria 15.42, in Italy 76.11 and in Spain 44.70.

OCEAN TRAVEL.

Steamers leave San Francisco as follows:
For Ketchikan, Wrangel, Juneau, Haines, Skaguay, etc., Alaska—11 a. m., Dec. 17, 22, 27, Jan. 2. Change to company's steamers at Seattle.
For Victoria, Vancouver, Port Townsend, Seattle, Tacoma, Everett, Whatcom—11 a. m., Dec. 17, 22, 27, Jan. 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. Railway.
For Eureka (Humboldt Bay)—Pomona, 1:30 p. m., Dec. 18, 24, 30, Jan. 5; Corona, 1:30 p. m., Dec. 21, 27, Jan. 2.
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., Dec. 19, 27, Jan. 4.
Bonita, 9 a. m., Dec. 23, 31, Jan. 8.
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 wharves.
Freight office, 10 Market street.
C. D. DUNANN, General Passenger Agent.
10 Market street, San Francisco.

O. R. & N. CO.

"Columbia" sails Dec. 29, Jan. 8, 18, 28, Feb. 7, 17 and 27; "George W. Elder" sails Dec. 24, Jan. 3, 13, 23, Feb. 2, 12 and 22. 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.

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 (calling at Manila) ....Wednesday, December 30, 1903
S. S. AMERICA MARU ....Monday, January 25, 1904
S. S. HONGKONG MARU ....Wednesday, February 17, 1904
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.

Oceanic S.S. Co. HAWAII, SAMOA, NEW ZEALAND AND SYDNEY. DIRECT LINE TO TAHITI.
S. S. SIERRA, for Honolulu, Samoa, Auckland and Sydney, Thursday, Dec. 31, 2 p. m.
S. S. MARIPOSA, for Tahiti, Jan. 6, 1904, 11 a. m.
S. S. ALAMEDA, for Honolulu, Jan. 9, 1904, 11 a. m.
A. F. SPRECKELS & BROS. CO., Agts., Ticket Office, 643 Market st. Freight Office, 329 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 UNITED STATES AND CANADA, 32 Broadway (Hudson Building), New York. J. F. FUGAZI & CO., Pacific Coast Agents, 5 Montgomery avenue, San Francisco. Tickets sold by all Railroad Ticket Agents.

Mare Island and Vallejo Steamers.
Steamer GEN. FRISBIE or MONTICELLO—9:45 a. m., 3:15 and 8:30 p. m., except Sunday. Sunday, 9:45 a. m., 8:30 p. m. Leave Vallejo, 7 a. m., 12:30 and 6 p. m., ex. Sunday. Sunday, 7 a. m., 4:15 p. m. Fare, 50 cents. Tel. Main 1508. Pier 2, Mission-st. dock. HATCH BROS.

SOME CURIOUS UNDERTAKINGS

Queer Enterprises in Which Certain Municipalities of Great Britain Are Engaged

GLASGOW STANDS AT HEAD

Brighton Owns a Racetrack, Tunbridge Wells Theaters, and Battersea Milk Depot

The prosperous city of Glasgow can boast of many distinctions, but none so remarkable as its municipal undertakings, says Tid-Bits. Glasgow may be said to be the most municipalized city in the world, for, in addition to owning and managing its street car lines, telephone system, electric light, gas plants, water, etc., the Municipal Council controls a number of other more curious enterprises for the benefit of its inhabitants.

Perhaps the city's most singular scheme was that of founding municipal golf links a year or so ago. This scheme was inaugurated on account of the fact that the only golf links in and round about Glasgow were at one time owned by a few clubs, which charged players an exorbitant subscription. Complaints having been made to the proper quarter by people who were prevented from playing on account of the excessive fees, the Glasg Municipal Council laid out its own links, provided the necessary caddies, etc., and placed them at the disposal of the public at a very cheap subscription. Needless to say, these links were an immediate success and the profits derived from them have helped to a certain extent to keep down the ordinary taxation.

GLASGOW RUNS PAWN SHOPS.

It was also on account of the very high interest which pawnbrokers charged their customers that the municipal authorities of Glasgow decided some time ago to establish pawnshops of their own. The city now possesses three of these shops, bought outright fronr the original owners, which have taken an enormous amount of business away from the "trade." The rate of interest charged at a municipal pawnshop is one penny for every five shillings borrowed, whereas the interest at other shops is five and six times that amount.

Glasgow has also invested, among other things, in a tulip farm, a laundry, a dog and bird store and an old clothes market. The profits derived from the two latter concerns, by the bye, are devoted to the support of the old town's municipal art studio and picture gallery. The old clothes market was built at an outlay of £3000, and whereas formerly the "old clo'" man was allowed to hawk his wares in the public streets, he now has to rent a stall in the market and thus help other taxpayers. The dog and the bird market adjoins the old clothes market, fanciers having to pay similar rents, while the tulip farm was etsablished in order that the city's parks and public gardens might be decorated at less expense than was entailed through buying plants each year from bulb dealers.

Glasgow, however, is by no means the only town with a go-ahead Municipal Council. Swansea possesses one of the finest general markets in the three kingdoms. Belfast and Preston, as well as other towns, have municipal slaughter houses and meat markets. Brighton owns and manages its own race track, while Tunbridge Wells possesses municipal theaters. Manchester, too, lightens the taxpayers' burden with profits from a municipal candle factory, while Liverpool assists its inhabitants in the same manner by owning and managing a beet farm.

BATTEREA'S MILK DEPOT.

The Municipal Council of Battersea has lately been trying a unique experiment. The death rate among infants having become so large, mainly on account of the disease germs in milk, the result of keeping it in stuffy living rooms and dirty larders, Battersea decided to see what could be done toward supplying pure and proper nourishment for little folk. A depot has been established at which pure sterilized milk, hygienically bottled, can be obtained in proper quantities, according to the age of the child. That is to say, each baby is being supplied with exactly the amount of milk which it requires, the depot delivering it each day in air tight bottles.

If a baby is two weeks old, for instance, nine bottles, each of them containing one and a half ounces of milk, are delivered. This gives the little one thirteen and a half ounces per day, which is exactly the amount it needs. For a year-old baby forty-two ounces of milk will be sent in six bottles of seven ounces each. As it is intended only for the poor, the milk is sold at the cheapest possible rate, as may be judged from the fact that sufficient milk to feed a baby under six months old for a week may be obtained for 1 shilling and 3 pence.

FLOW OF CALIFORNIA RIVERS.

The following table gives a comparative statement for two years of the estimated flow of certain California rivers in cubic feet per second, or second feet, one second foot equaling 50 California miner's inches, or about 40 Colorado miner's inches. The figures for the last year may be revised by later measurements. The figures are by S. G. Bennett, hydrographer, United States Geological Survey:

TUOLUMNE RIVER AT LA GRANGE.

DATE.	Second Feet. 1902.	1903.
December 13	1320	155
December 14	1180	155
December 15	1060	115
December 16	850	115
December 17	750	115
December 18	650	155
December 19	650	200

KINGS RIVER AT RED MOUNTAIN.

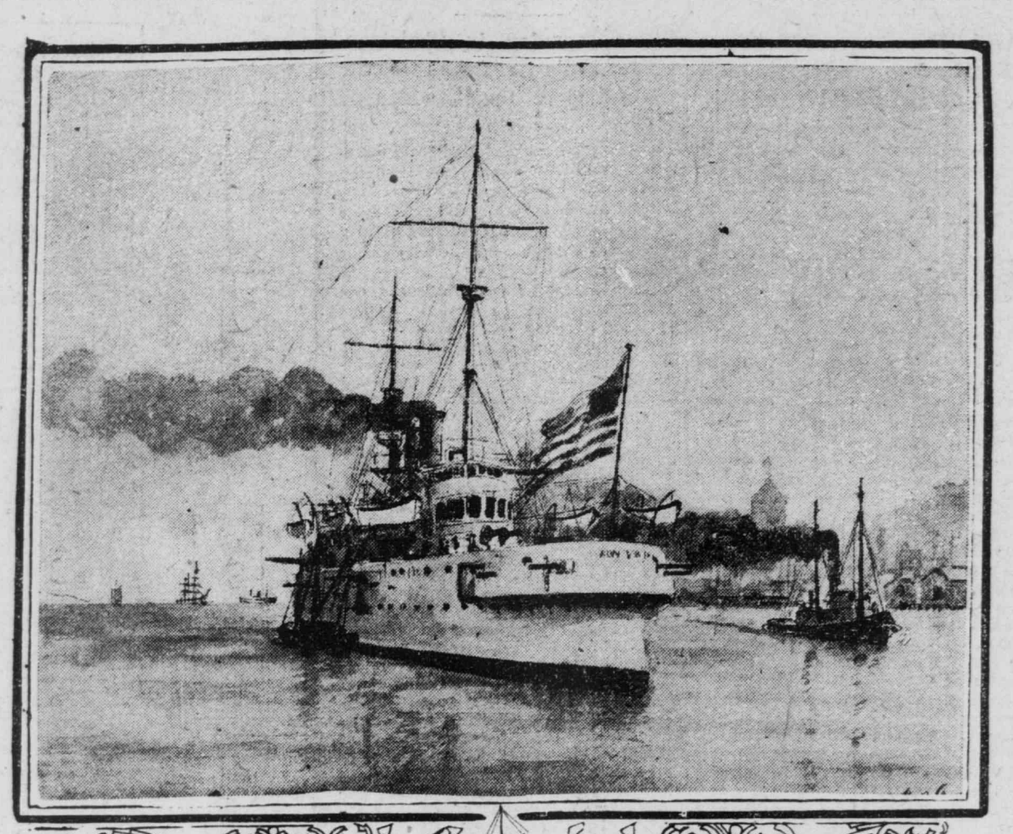
DATE.	Second Feet. 1902.	1903.
December 13	728	250
December 14	520	250
December 15	480	250
December 16	480	250
December 17	440	250
December 18	480	285
December 19	480	285

TULE RIVER, NEAR PORTERVILLE.

DATE.	Second Feet. 1902.	1903.
December 13	85	30
December 14	71	30
December 15	68	30
December 16	64	30
December 17	64	30
December 18	61	30
December 19	57	30

CELESTIALS RETURN TO NATIVE LAND TO CELEBRATE THE CHINESE NEW YEAR

Steamship Ching Wo Sails for the Orient by Way of Tacoma With 360 Pig-Tailed Passengers Who Will Be Carried to Flowery Land for $15 Each



The China Commercial Company's steamship Ching Wo sailed yesterday for the Orient by way of Tacoma with 360 Chinese passengers. At the northern port the Ching Wo will take a full cargo for Hongkong. Most of the Celestials who sailed yesterday are going home to celebrate the Chinese New year. To celebrate this festival on Chinese soil is the hope of all good Chinamen located in the United States and every pig-tailed native of the Celestial Kingdom who has the price of transportation, the time to spare and credentials which will insure his readmission to this country packs his grip and crosses the Pacific.

Thanks to the rate war waged as a result of the Pacific Mail Company's effort to wipe out the China Commercial Company, the Ching Wo's passengers will be carried to China at an expense of only $15 each. For every Chinese that sailed yesterday on the Ching Wo there were three fellow-countrymen on Steuart street wharf to bid him good-by and a happy New Year when it comes in China.

Bennington Goes to Mare Island.

The United States gunboat Bennington, which arrived Wednesday from Seattle, went up to Mare Island yesterday to receive a supply of coal and stores preparatory to sailing for Panama. Visitors will be received this afternoon on board the cruiser New York, which will sail on Saturday for the isthmus.

Bringing Shipwrecked Crew.

The steam schooner Del Norte, which is due early this morning from Crescent City, is thought to have on board the crew of the schooner Mary Buhne, which was sunk last Saturday morning about eight miles off Humboldt Bar after being in collision with the Del Norte.

Oanfa Sails for North.

The big British freighter Oanfa sailed yesterday for the north, having discharged in record time under the skilled direction of Captain Wilson, superintendent of the Pacific Mail Dock, the large cargo she brought here last Sunday for the Occidental and Oriental Steamship Company. The Oanfa is the largest tramp ever in this port and attracted considerable attention during her short stay. She had to get away in a hurry, as her Chinese passengers must be landed in British Columbia before the first of the year or pay a head tax of $500 each. Captain Bartlett warmly thanked Captain Wilson for the expeditious manner in which the great freighter had been discharged.

The Overdue List.

The rate of reinsurance on the Paris was advanced yesterday to 6 per cent. The Willy Rickmers is quoted at 15 and the W. J. Pirrie at 10 per cent.

Britisher Loses a Mast.

The British ship Celtic Monarch, bound from London for Victoria, put into Queenstown yesterday for repairs, having lost her fore topgallant mast.

NEWS OF THE OCEAN.

A Cargo for Honolulu.

The schooner W. H. Marston was cleared yesterday for Honolulu with an assorted merchandise cargo, valued at $55,997, and including the following: 300 bbls flour, 3735 ctls barley, 309 ctls wheat, 383 ctls corn, 409 ctls oats, 59,259 lbs bran, 42,907 lbs middlings, 3213 bales hay, 3000 lbs coffee, 1240 lbs bread, 14,540 lbs meals, 50 bbls salmon, 34 cs canned goods, 5 pkgs provisions, 90 cs table preparations, 465 gals wine, 100 casks beer, 150 gals 26 cs whisky, 330 gals gin, 413 pkgs machinery, 29 pkgs millwork, 800 bdls shingles, 2364 ft lumber, 48 bdls shooks, 210 bxs soap, 21 cs boots and shoes, 74,650 lbs bituminous rock, 13,350 lbs yellow metal, 27 pkgs asbestos, 103 piles, 3000 posts, 2 drums acid, 15 bbls pitch, 11 bales filter cloth; 10 coils rope, 19 kegs nails, 10 cs turpentine, 80 kegs red lead, 4 cs dry goods, 100 tons fertilizer, 1 horse, 54 pcs pipe.

Time Ball.

Branch Hydrographic Office, U. S. N., Merchants' Exchange, San Francisco, Cal., December 24, 1903.

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.

Sun, Moon and Tide.

United States Coast and Geodetic Survey—Time and Height 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.

FRIDAY, DECEMBER 25.

Sun Rises ..... 7:23 a. m.
Sun Sets ..... 4:55 p. m.
Moon Sets ..... 11:20 p. m.

Ctr	Time	Ft.	Time	Ft.	Time	Ft.	Time	Ft.
	H W		L W		H W		L W	
25	4:28	5.0	10:25	2.7	3:49	3.8	5:51	1.2
26	5:03	5.2	11:25	2.3	5:03	3.6	10:40	1.6
27	5:41	5.2	12:14	1.9	6:23	3.6	11:32	2.0
28	6:22	5.3	1:08	1.3	7:42	3.7	.....	....
	L W		H W		L W		H W	
29	0:28	2.3	7:02	5.5	1:59	0.6	8:55	4.0
30	1:23	2.4	7:46	5.7	2:47	0.0	9:55	4.2
31	2:18	2.7	8:30	5.9	3:32	0.5	10:46	4.3
1	3:08	2.7	9:13	6.1	4:17	1.0	11:24	4.6

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

UNITED STATES CRUISER NEW YORK, WHICH SAILS FOR PANAMA TO-MORROW.

Movements of Steamers.

TO ARRIVE.

Steamer.	From.	Due.
Phoenix	Mendocino	Dec. 25
Del Norte	Crescent City	Dec. 25
Spokane	Humboldt	Dec. 25
S. Monica	Grays Harbor	Dec. 25
Coronado	Grays Harbor	Dec. 26
Alliance	Portland & Way Ports	Dec. 26
Oregonian	New York	Dec. 26
S. Barbara	Seattle & Olympia	Dec. 26
Columbia	Portland & Astoria	Dec. 26
Chico	Coquille River	Dec. 26
Edith	Tacoma	Dec. 27
Siberia	China and Japan	Dec. 27
Centennial	Seattle & Tacoma	Dec. 27
Arcata	Coos Bay & Pt. Orford	Dec. 27
Chehalis	Grays Harbor	Dec. 27
Eureka	Humboldt	Dec. 28
Titania	Nanaimo	Dec. 28
Pomona	Humboldt	Dec. 28
Bonita	Newport & Way Ports	Dec. 28
State of Cal	San Diego & Way Ports	Dec. 28
City Puebla	Puget Sound Ports	Dec. 29
W. H. Kruger	Seattle and Tacoma	Dec. 29
Curacao	Mexican Ports	Dec. 29
Mariposa	Tahiti	Dec. 29
North Fork	Humboldt	Dec. 29
Czarina	Coos Bay	Dec. 30
Peru	New York via Panama	Dec. 30
Santa Rosa	San Diego & Way Ports	Dec. 31
Point Arena	Mendocino & Pt. Arena	Dec. 31
G. W. Elder	Portland & Astoria	Dec. 31
Coos Bay	San Pedro & Way Ports	Jan. 1
Umatilla	Puget Sound Ports	Jan. 2
J. Dollar	Seattle and Tacoma	Jan. 3
Alameda	Honolulu	Jan. 5
Coptic	China and Japan	Jan. 5
Newport	New York via Panama	Jan. 5

TO SAIL.

Steamer.	Destination.	Sails.	Pier.
	December 25.		
J. Dollar	Seattle & Tacoma	1 pm	Pier 20
Eureka	Humboldt	9 am	Pier 13
	December 26.		
Pomo	Pt. Arena & Albion	6 pm	Pier 2
Rival	Willapa Harvor	4 pm	Pier 20
Pt. Arena	Pt. Arena & Mdcno	4 pm	Pier 2
Barracouta	N. Y. via Panama	12 m	Pier 40
S. Monica	Los Angeles Ports	4 pm	Pier 2
	December 27.		
Arctic	Humboldt	10 am	Pier 3
S. Rosa	San Diego & Way	9 am	Pier 11
Coos Bay	San Pedro & Way	9 am	Pier 11
Queen	Puget Sound Ports	11 am	Pier 9
Spokane	Humboldt	1:30 p	Pier 9
	December 28.		
Cy. Panam	N. Y. via Europe	12 m	Pier 40
Alliance	Eureka & Coos Bay	——	Pier 16
F. Leggett	Astoria & Portland	10 am	Pier 2
Phoenix	Mendocino City	1 pm	Pier 13
	December 29.		
Elizabeth	Coquille River	4 pm	Pier 20
W. Kruger	Los Angeles Ports	10 am	Pier 2
Arcata	Coos B.-P. Orford	12 m	Pier 13
Columbia	Astoria & Portland	11 am	Pier 24
	December 30.		
Rainier	Seattle & Whatcom	4 pm	Pier 10
Pomona	Humboldt	1:30 p	Pier 9
N. Mart	China & Japan	1 pm	Pier 40
Chico	Coquille River	6 pm	Pier 2
	December 31.		
State Cal	San Diego & Way	9 am	Pier 11
Bonita	Newport & Way	9 am	Pier 11
Sierra	Sydney & Way	2 pm	Pier 7
Centennial	Seattle & Tacoma	10 am	Pier 2
	January 1.		
North Fork	Humboldt	2 pm	Pier 20
	January 2.		
Acapulco	N. Y. via Panama	12 m	Pier 40
City Puebla	Puget Sound Ports	11 am	Pier 9
	January 3.		
G. W. Elder	Astoria & Portland	11 am	Pier 24

FROM SEATTLE.

Steamer.	For	Sails.
Dirigo	Skagway & Way Ports	Dec. 26
Excelsior	Cooks Inlet & Way Pts	Jan. 1
Cottage City	Skagway & Way Ports	Jan. 1
Valencia	Cooks Inlet & Way Pts	Jan. 1
Farallon	Skagway & Way Ports	Jan. 3
Bertha	Cooks Inlet & Way Pts	Jan. 10

Shipping Intelligence.

ARRIVED.
Thursday, December 24.
Stmr Gualala, Hansen, 13 hours from Benders Landing.
Stmr Point Arena, Miller, 14 hours from Mendocino.
Stmr Fulton, Lee, 10 hours from Bowens Landing.
Stmr National City, Hammar, 15 hours from Fort Bragg.
Stmr Redondo, Krog, 34 hours from Redondo.
Stmr Santa Rosa, Alexander, 40 hours from San Diego.
Stmr Acme, Lundquist, 77 hours from Grays Harbor.
Stmr Gipsy, Leland, 28 hours from Monterey.
Stmr Coquille River, Sanford, 40 hours from Crescent City.

CLEARED.
Thursday, December 24.
Stmr Santa Rosa, Alexander, San Diego, Pac Coast S S Co.
Br stmr Ching Wo, Parkinson, Hongkong, etc, via Tacoma; China Commercial Co.
Br stmr Oanfa, Bartlett, Victoria; Charles Stewart & Co.
Fr ship Jules Gommes, Beaudry, Queenstown; Newman Bros.
Fr bark General Foy, Breuille, Belle Isle, France; E C Evans.
Fr bark Cornil Bart, Cavelan, New York; F Henry.
Schr W H Marston, Curtis, Honolulu; Welch & Co.

SAILED.
Thursday, December 24.
Stmr Centralia, Ericsson, Grays Harbor.
Stmr G C Lindauer, Allen, Grays Harbor.
Stmr Pomona, Swanson, Eureka.
Stmr Newburg, Anfindsen, Grays Harbor.
Stmr National City, Hammar, Redondo.
Stmr George W. Elder, Randall, for Astoria.
Stmr State of California, Thomas, for San Diego.
Br stmr Oanfa, Bartlett, Puget Sound.
Br stmr Ching Wo, Perkinson, Hongkong, etc.
Ship William P. Frye, Sewell, for Honolulu.
Br ship Anconis, Salter, Tacoma.
Fr ship Jules Gommes, Beaudry, Queenstown.
Br ship Loch Carron, Clarke, for Queenstown.
Bark S C Allen, Johnson, Port Blakeley.
Br bark Inverness, Lewis, for Sydney.
Schr Louis, Meyer, Willapa Harbor.
Schr A F Coats, Dahloff, Astoria.
Schr Volunteer, Bressen, Astoria.

TELEGRAPHIC.
POINT LOBOS—Dec 24, 10 p m—Weather hazy; wind NE; velocity 12 miles per hour.

MISCELLANEOUS.
LONDON, Dec 24—Ger ship Elfrieda, from Rotterdam for Portland, put into Santos with foretopsail yard sprung; repairs will require about ten days.

SPOKEN.
Dec 5, lon 2 N, lat 30 W—Fr bark Marechal Davout, from Rotterdam, for San Francisco.
Dec 19, lon 49 N, lat 9 W—Br ship Speke, from Antwerp, for Port Los Angeles.

DOMESTIC PORTS.
FORT BRAGG—Arrived Dec 24—Stmr Brunswick, hence Dec 23.
COOS BAY—Arrived Dec 24—Stmr Czarina, hence Dec 22.
EUREKA—Arrived Dec 24—Schr Lottie Carson, from San Pedro; stmr Pasadena, hence Dec 22; schr Jennie Stella, hence Dec 17.
Sailed Dec 24—Stmrs San Pedro, Westport and Spokane, for San Francisco.
ASTORIA—Sailed Dec 24—Schr Andy Mahoney, for San Francisco; stmrs Columbia and Whittier and schrs W F Garms and Antelope, for San Francisco; Ger ship Arthur Fitger, for Callao.
PORT GAMBLE—Arrived Dec 24—Br ship Bidston Hill, hence Dec 14.
POINT LOBOS—Passed Dec 24, 2 p m—Stmr Alcazar, from Greenwood for Port Harbord.
TATOOSH—Passed out Dec 24—Brig Geneva, from Port Hadlock for San Francisco.
Passed in Dec 24—Stmr Umatilla, hence Dec 22 for Victoria.
SEATTLE—Sailed Dec 24—Stmr Melville Dollar, for San Pedro; stmrs Centennial and W H Kruger, for San Francisco.
SEATTLE—Arrived Dec 24—Stmr Valencia, from Skagway.
Arrived—Dec 23—Stmr Meteor, in tow of tug Tyee, from Alaska.
CRESCENT CITY—Sailed Dec 23—Stmr Coquille River, for San Francisco; stmr Del Norte, for San Francisco.
SAN PEDRO—Arrived Dec 24—Bktn Skagit, from Port Gamble; stmr Despatch, from Redondo.
Sailed Dec 24—Schr W J Patterson, for Grays Harbor; bktn Northwest, for Eureka.
PORT HARFORD—Sailed Dec 24—Stmr Bonita, for San Pedro, hence Dec 23.
ABERDEEN—Sailed Dec 24—Stmr Chehalis, for San Pedro.

EASTERN PORTS.
CAPE HENRY—Passed Dec 23—Br stmr Anglo-African, from Junin, for Philadelphia.

ISLAND PORTS.
HONOLULU—Arrived Dec 24—U S stmr Solace, hence Dec 17.
Sailed Dec 23—Stmr American, for Kahului and not Hilo, as before reported.

FOREIGN PORTS.
SYDNEY—Arrived Dec 22—Br ship Queen Margaret, from Honolulu.
ST. MICHAEL—Arrived Dec 23—Nor ctmr Nordkyn, from Yokohama, for New York.
YOKOHAMA—Sailed Dec 12—Jap stmr Shinano Maru, for Seattle.
CAPE TOWN—Arrived Dec 23—Br ship Blythswood, from Oregon.
SYDNEY—Arrived prior Dec 24—Bark Servia, from Tacoma.
ADEN—Arrived Dec 24—Ger stmr Albenga, from New York, for Manila.
VICTORIA—Arrived Dec 24—Stmr Olympia, from Hongkong; Br stmr Miowera, from Australia.

OCEAN STEAMERS.
NEW YORK—Arrived Dec 24—Stmr Cedric, from Liverpool (Nantucket); stmr Anchoria, from Glasgow.
Sailed Dec 24—Stmr La Bretagne, for Havre; stmr Corinthian, for Glasgow.
NAPLES—Sailed Dec 22—Stmr California, for New York. Dec 24—Stmr Carpathia, for New York.
QUEENSTOWN—Sailed Dec 24—Stmr Majestic, for New York.
LONDON—Sailed Dec 24—Stmr Lancastrian, for Boston; stmr Mesaba, for New York.
LIVERPOOL—Sailed Dec 24—Stmr Laurentian, from Glasgow for St John, N B.

Grain for Europe.

The French bark Jules Gommes sailed yesterday for Queenstown, for orders, with 59,696 ctls barley, valued at $68,650, and 13,440 ctls wheat, valued at $18,144. The vessel also carried 22,000 ft lumber as dunnage, valued at $320.

Small Shipment to China.

The British steamer Ching Wo sailed yesterday for Hongkong via Tacoma with 9000 lbs shrimps and 4800 lbs rice, valued at $550, as cargo from this port.

A person who can sit down and completely relax his muscles can obtain more absolute rest in ten minutes than the person who cannot relax his muscles will be able to obtain in an hour. FILLERS

According to a German contemporary American-made lawn tennis, golf and cricket shoes have made their appearance on the German market, and their imports, it is said, are steadily increasing.

GREYHOUNDS OF THE OCEAN

Clyde Shipyard Now Working on Design Which Promises to Revolutionize Travel

VESSEL WITH TWO KEELS

Combines Many Other Improvements Which Will Tend to Greatly Increase the Speed

"To be able to cross the Atlantic in three and a half days will be an accomplished fact in perhaps a very short time from now if an invention which is at present being worked out in a shipbuilding yard on the Clyde for the attainment of that object is successfully completed and put to the test, and there are very encouraging prospects in the present state of the invention of its proving an entire success," said Carl D. Flint, an ex-lieutenant in the royal navy and now a naval constructor for Harland & Wolff, the Belfast shipbuilders, who arrived here last Wednesday from Ireland. His visit is unofficial, but while here he is making a tour of some of our principal shipbuilding yards in order, he says, to get a general idea as to the progress being made on this side in ship construction. Mr. Flint is the guest of Lewis Nixon. He made a visit to the navy yard at Washington recently.

"Little or nothing has been said as yet about the invention," Mr. Flint continued. "It will not mean a revolution in the present style of floating craft, but simply a ship with a sort of arched bottom, and a change in the position and shape of the propellers. There will be no keels, but, instead, what might be called a double or twin hull, after the style of the catamaran. Such a hull will prevent the boat from rolling, and, therefore, do away with what is to the majority one of the most disagreeable features of ocean travel. As for the new screw propellers, they will be moved further up in the body of the vessel, and built in ridges formed by the twin keels being a part of them.

"In all liners as built at present the screw propellers, you know, come out on each side of the stern. The advantage claimed for the new idea—that is, the screw and hull together—are twofold; first, on account of the position of the screws being removed from the stern, the tremendous suction power which always follows a vessel, greatly retarding her speed, is carried off to the stern by the two keels; secondly, the propellers are rendered much more powerful because their diameter and consequent grasp of the water is very much greater. In every propeller now being used on steamships there is much lost power in the center of the whirling blades. An electric fan is a form of propeller. It forces air out instead of water. If you place your hand in the center of an electric fan you will find that there is no air. The breeze comes from the outside edges of the blades. The same is true of all steamship propellers in use at present, and it means a great loss of power. That defect has been remedied, however, in the new propeller, by making it nothing but blades and placing a solid metal wheel or hub on the propeller shaft and setting the blades on it. The scheme, of course, would be of no practical benefit if applied to our present liners, because the wheel of the propeller, being large, would catch the water and tend to retard the progress of the boat with its solid bottom.

"As I have explained, however, the new vessel has an arched or shallow bottom along its whole length, and that secures a flow of water under the center of the boat equal to that along the sides and establishes a bearing for the new propeller equal in diameter to the large hub wheel upon which the propeller blades are fastened. The propeller is 15 feet long from the center of the shaft to the tip of the blade and the whole circle is more than 90 feet. The Deutschland's propeller is exactly one foot shorter than the new one.

"The sole object of the invention is, of course, the reduction of friction, and that it seems to have accomplished wonderfully by the shortening of the shaft and the hollow bottom. On our present ocean liners the propellers are all out at the end of the boat. The engines are located in the center and the shaft is necessarily long, connecting these two points."—New York Advertiser.

Independent Telephone Service.

The most noticeable development of recent times has been that of independent telephone companies when compared with the business of the Bell Company, at one time in practical monopoly of the business. That the latter company, though by far the the strongest in all ways individually, no longer controls the situation is too patent to deny, nor is there anything particularly discreditable to it in the fact. Modern social and business development has proceeded more rapidly than it lay within the power of any one concern to cope with, even were it not handicapped by the loss of control of expired fundamental patents and the passing into other hands of the ownership of improvements. It has done a great work, and no one owes the Bell Company more credit than do the various independent companies.

To-day the telephone is everywhere—in offices, factories, trains, steamships, churches, on the farm (and this latter application is noteworthy for its rapidly increasing adoption). War as well as peace calls for it. To prophesy its future is beyond any one. One thing can be foreseen in this (a table showing that in 188 towns in 16 States there are 158,393 independent telephones, against 84,323 Bell phones) and all such tables, and that is, as a unification of Bell and independent interests is concededly out of the question, that side which gains a great economic advantage over the other will achieve a commanding position of tremendous significance, whether such advantages be localized or general. The immediate necessity for such economy is in the field of operating expenses—the heaviest item.—Cent Per Cent.

A church recently dedicated in St. Paul was erected at a cost of $7000, raised by 10,000 contributions of 7 cents each.

SPOTS ON FACE OF THE SUN

Little Known by Scientists Regarding the Phenomenon Observed for Some Months

PORTENDS NO CATASTROPHE

Many Think Old Sol May Have Some Eruptive Complaint Disfiguring His Countenance

The spots that have been observed on the surface of the sun for several months past have given rise to much discussion in the scientific world. Although much speculation has been indulged in, people are as much in the dark as ever as to what causes these spots and what their probable effect will be upon other planets, especially upon the one we live on. It has been estimated that the present chain of these spots is about 178,000 miles long and nearly 60,000 miles wide. As the visible sun is about 26,000,000 miles in circumference, a similarly extensive disturbance on the earch, which is about 25,000 miles in circumference, would involve about 875 miles in extent. The earth moves around its axis once in twenty-four hours. The sun's rotation is about twenty-seven days and the procession of the spots continues for nearly a fortnight—that is, the disappearance of the spot occurs in about that time from the first display. The maximum of spot manifestations takes place at intervals of somewhat near eleven years—the last previous one was in 1894. Some of the biggest groups of spots have lasted through three revolutions of the sun; the last to do so was the group of 1898, which was visible to the naked eye, through smoked glass, from September to the end of November. This was about 85,000 miles long and 35,000 broad, quite inferior to the present one.

Attempts are made to create a sensational apprehension of some great cataclysmal occurrence relating directly to our planet, and there are prophecies of "terrific electrical disturbances." But as a matter of fact no clear connection between these phenomena and the storms that visit us in our atmosphere has ever been determined. It is supposed that such connection exists—that is all. It is folly to make alarmist forecasts such as we see in too many papers. It is not shown even that the sun spots lessen the heat of the sun or increase it. Of course, the further attempt to make commercial crises depend on these quite inexplicable phenomena is sheer nonsense. Descriptions of the sun spots as great conflagrations bursting out in the gases which form the envelope which to us represents the sun, of tongues of flame "millions of miles," making a "raging furnace," are equally nonsense.

No one knows what those spots really signify or what causes them. The knowledge that we have of the sun's constitution is based upon the discoveries of the spectrum. That has taught scientists, without the chance of error, that certain chemical constituents which are known in the earth are also existent and operative in that vast globe which we only know by its gaseous envelopes.

Of its interior character absolutely nothing is known, though much is inferred from this present phenomenon, as well as from the revelations of the telescope, combined with those of the spectroscope, at the occasions of the eclipses, both total and partial, and it is to discover more truly the nature of the body on which the life of the earth and our whole planetary system depends that expeditions are sent out by almost every civilized nation to observe these periodical observances. What may be discovered no one can venture to say, but it is certain that nothing has yet been found to establish a direct answer from our earth to the strange action of the sun in either the spots, the shining feculae or the great protuberances of hydrogen which are shown on the occasion of eclipses, projected 250,000 miles beyond the common sphere of the solar apparition.

It is elementary to say that the sun has a luminous cloud shell or wrapper, no one knows how deep, but the guess is 2000 miles, which is the source of light. It is thought this is mainly carbon, but it