OVERDUE BARK SAFE IN PORT

Holliswood Gives Up Struggle and Wearily Drops Anchor in San Pedro Harbor

LONG TRIP OF TRIALS

Ship Has Many Mishaps and Finally Abandons Attempt to Reach San Francisco

Special Dispatch to The Call.

SAN PEDRO, June 24.—The crippled and overdue American bark Holliswood, out 122 days from Newcastle, New South Wales, for San Francisco, crept into this port at 7 o'clock this morning. She brings a harrowing tale of hardships. Her sails are badly rent by the gales, her foretopmast is gone and she is in a leaking condition.

The Holliswood is an American bark, commanded by Captain G. B. Knight, and has a crew of fourteen men. In addition to the crew the wife and eight-months-old baby accompanied the captain on the voyage. The Holliswood left Newcastle on Washington's birthday, and the story of the trip across the Pacific was most eventful. Captain Knight made the following statement of the voyage:

"We left Newcastle on February 22, and had been out but two days when we met with high seas and heavy head winds. One storm followed another in constant succession. We lost our topsails and the bottom of the Holliswood became very foul. The vessel was also leaking badly on the voyage. We sailed a greater portion of the time with jury-rigged sails, but on account of the foul condition of the ship we were able to make but slow progress.

"On May 26 we met the bark Prussia, bound from San Francisco for Puget Sound. At this time we were completely out of provisions and our case was beginning to look hopeless. The Prussia gave us what provisions she could spare from her larder and we proceeded on our course for San Francisco. We sailed a couple of days when a heavy northwest gale struck the Holliswood and drove her far off her course. In her crippled condition we could make but poor progress against the adverse winds and currents, and when the provisions furnished us by the Prussia were nearly exhausted we spoke the schooner Transit, bound from Portland for San Francisco with a lumber cargo. This was on June 2, and we were then about 150 miles southwest of San Francisco. The schooner gave us provisions and we again attempted to make the port of San Francisco. Last Saturday, June 18, we struck an unusually severe storm, and the foretopsail of the Holliswood was blown away. I then decided to run before the wind and make the port of San Pedro.

"Just three weeks ago we were only three or four miles off the Farallon Islands, but could not get in and could not sight a tug or steamer. After we were out a few days we found a stowaway, Dan Rooney, a young man about 20 years of age, whose parents live in Pennsylvania. He was one of the most faithful members of the crew during all the long voyage.

"Mrs. Knight was well on the voyage, but the baby has been sick a great deal. My wife refused to leave the Holliswood when requested to do so by the Prussia and the Transit or the steamer Asuncion, which we spoke yesterday off Redondo. All the members of the crew, while tired out, have been well."

The Holliswood is consigned to Hind, Rolph & Co. of San Francisco and is owned by Stephen H. Mills of New York. She has a cargo of 1400 tons of coal. Captain Knight to-day telegraphed his consignees for orders, and it is probable that the crippled bark will be towed to San Francisco by one of the steam schooners calling at this port.

NEWS OF DANGER TO WIFE DRIVES GERMAN TO SUICIDE

Wealthy Miner Shoots Himself After Learning That His Spouse Must Undergo an Operation.

NEW YORK, June 24.—Overcome by the news that his wife, who is an invalid, must undergo a dangerous operation to save her life, Carl Schmidt, a wealthy mining promoter and vice president of the Gold Ore Mining Company of Ontario, Canada, killed himself in his home here.

Mrs. Schmidt is in a private hospital. The husband called there, learned of her true condition and was told by the doctors that an operation was her only chance for recovery. He bade her farewell, went directly to their home and shot himself.

CALIFORNIA STUDENT WINS LAURELS IN EAST

John A. Starbuck of Santa Barbara Wins Honors at Phillips' Exeter Academy.

EXETER, N. H., June 24.—Among the students awarded honors in scholarship at Phillips' Exeter Academy today was John A. Starbuck of Santa Barbara, Cal., who received his honors on the basis of general excellence in his studies. He is a leading member of the lower middle class and an athlete of some distinction in the school.

PRESSMEN AND ASSISTANTS TO MEET IN SAN FRANCISCO

International Union Elects to Hold Next Annual Convention in City by the Golden Gate.

ST. LOUIS, June 24.—San Francisco was chosen to-day for the next annual convention of the International Printing Pressmen and Assistants' Union, which opens on the third Monday in June, 1905. The Western faction triumphed over the Eastern in a stormy though friendly contest, the Easterners favoring Niagara Falls.

For of Grand Jury Prompts Suicide.

HOUSTON, Tex., June 24.—F. R. Chaffee, who claimed to be a relative of Lieutenant General Chaffee, shot himself through the head to-day, dying instantly. The cause of the act is not clear, although it is said that Chaffee feared that he was to be called before the Grand Jury.

PRINCESS VICTORIA IS FASTEST STEAMER ON THE PACIFIC COAST

Just Commissioned on Puget Sound She Maintains a Daily Schedule Which Involves Steaming 325 Miles in 14 Hours

The Princess Victoria, which has just gone into commission on Puget Sound, is the fastest steamer on the Pacific Coast. She is maintaining a schedule which is attracting the attention of the entire shipping world, as it involves steamboating on a scale never before attempted. She leaves Victoria for Vancouver, about eighty miles away, at 7 o'clock a. m. and is back in Victoria by 4 p. m. She leaves Victoria at 7 p. m. for Seattle, about as far distant as Vancouver. She reaches Seattle at 11 o'clock and at midnight starts on the return trip to Victoria, getting there at 4 a. m.

During the twenty-one hours she is in port six hours and in carrying out her schedule travels about 325 miles. She steams at an average speed of twenty-five miles an hour and has cut in half all previous records on the runs she is now making. She is handsomely furnished and is said to have revolutionized transportation ideas on Puget Sound.

She was built in England and reached Victoria about eight months ago. She was spoken on her way up the coast by the bar pilots, off the Farallones, where she stopped one day at noon to take an observation. From the Farallones to Tatoosh she made the run in thirty-seven hours. She has twin screws, three smokestacks and is 300 feet long. One day a week the trip to Vancouver is omitted. This is the only rest she takes. She carries a double set of officers and two crews.

Alameda Sails To-Day.

The Oceanic Steamship Company's liner Alameda, Captain Dowdell, will sail for Honolulu at 11 o'clock this morning with a full list of passengers. Among those who will leave here on the liner are Mr. and Mrs. A. F. Hunt, who are on their honeymoon trip. Mr. Hunt has been with the Santa Fe Railroad since 1885 and for the last four years has been stationed at Williams, near the Grand Canyon.

Those that will sail on the Alameda include the following:

Mrs. W. E. Dodd, Mrs. S. B. Randall and child, H. T. Hayselder, Miss H. Hoffman, Miss A. Fitzpatrick, Mrs. E. J. Culbert, Miss E. Mury, Mrs. Mary Dodd, Miss Dolores Moss, C. V. E. Dove, E. Towson, Miss Dorothy Effinger, Dr. W. B. Craig, J. Rubenstein, Captain Smith, Mrs. Smith, A. F. Hunt, Mrs. Hunt, H. L. Ross, J. S. Ross, B. F. Schirmer, Mr. Withington, I. Chapman, James Wakefield, James L. Cockburn.

Steamer Sikh in Trouble.

A cablegram received yesterday from London reports that the British steamer Sikh, from New York for Manila, struck bottom while leaving Singapore, carried away about eighteen feet of her stern post and tore adrift her rudder. Divers are engaged in hanging the rudder so that the vessel may proceed.

The Overdue List.

The rate of reinsurance on the Parknook was advanced yesterday to 30 per cent. The other overdues are quoted as follows: Juteopolis, Queen Elizabeth, La Rochefoucauld, Largo Law and Willy Rickmers, 7 per cent; Wynford, 15 per cent, and Laura, 90 per cent.

No Panama Steamer To-Day.

There will be no steamer sailing to-day for Panama, but Monday the Pacific Mail Company's San Jose will leave for the isthmus and way ports. She will take a full cargo and about twenty passengers. ¼ ¼

Charters.

The British steamer M. S. Dollar, 2674 tons, is chartered for lumber from Puget Sound to Shanghai, and the steamer Mineola, 1891 tons, for merchandise from this port to Petropaulovski, Siberia.

Shipping Intelligence.

ARRIVED.

Friday, June 24.

Stmr F A Kilburn, Jahnsen, 7 hours from Port Rodgers.

Stmr Newsboy, Adler, 34 hours from Crescent City.

Stmr Celia, Nordberg, 68 hours from San Pedro.

Stmr Shasta, Hansen, 40 hours from San Pedro.

Stmr Maggie, Corning, 4 hours from Halfmoon Bay.

Tug Sea Rover, Thompson, 27 hours from Port Harford.

Schr Berwick, Jacobsen, 48 hours from Eureka.

Schr Oakland, Ewart, 60 hours from Siuslaw River.

CLEARED.

Friday, June 24.

Stmr Queen, Cousins, Victoria; Pacific Coast Steamship Company.

Stmr Corona, Gielow, Eureka; Pacific Coast Steamship Company.

Stmr American, Colcord, Honolulu, via Seattle and Tacoma; Williams, Dimond & Co.

Stmr Santa Rosa, Alexander, San Diego and way ports; Pacific Coast Steamship Company.

Stmr Centennial, Strand, Seattle; E T Kruse.

SAILED.

Friday, June 24.

Stmr Bonita, Preble, San Pedro.

Stmr F A Kilburn, Jahnsen, Rodgers Landing.

Stmr Maggie, Corning, Halfmoon Bay.

Stmr Geo Loomis, Badger, Redondo.

Stmr Sequoia, McClements, Willapa Harbor.

Stmr Celia, Nordberg, ——.

Stmr Corona, Gielow, Eureka.

Stmr Queen, Cousins, Victoria and way ports.

Stmr Gipsy, Leland, Moss Landing.

Stmr Centennial, Strand, Seattle.

Stmr Shasta, Hansen, Grays Harbor.

Br ship Mertoneth, Rowlands, Queenstown.

Bktn Gleaner, Schmehl, Willapa Harbor.

Schr F S Redfield, Hutton, Mukilteo.

SPOKEN.

June 12—Lat 38 N, long 13 W, Fr ship Joinville, from Shields, for San Francisco.

June 13—Lat 36 48 N, long 11 40 W, Fr bark Cassard, from Rotterdam, for San Francisco.

June 14—Lat 41 N, long 11 W, Fr bark Duguay Trouin, from Hamburg, for Santa Rosalia.

June 7—Lat 10 N, long 25 W, Ger ship Bertha, from Rotterdam, for Puget Sound.

June 14—Lat 30 N, long 29 W, Br ship Barfillan, from Antwerp, for San Francisco.

May 11—Lat 16 S, long 25 W, Fr bark Alice, from Swansea, for San Francisco.

June 6—Lat 17 S, long 38 W, Fr bark Genevieve Molinos, from Swansea, for San Francisco.

TELEGRAPHIC.

POINT LOBOS, June 24, 10 p m—Weather hazy; wind SW; velocity 12 miles per hour.

DOMESTIC PORTS.

SAN PEDRO—Arrived off June 24—Bark Holliswood, from Newcastle, Aus, for San Francisco.

COOS BAY—Sailed June 24—Stmr Arcata, for San Francisco.

EUREKA—Arrived June 23—Stmr Eureka, hence June 22. June 24—Stmr Arctic, hence June 22.

Sailed June 23—Stmr North Fork, for San Francisco.

Arrived June 23—Stmr Brunswick, from Fort Bragg. June 24—Stmr Iaqua, hence June 23; stmr Prentiss, hence June 22; stmr Noyo, hence June 22.

Sailed June 24—Stmr Pomona, for San Francisco; stmr Eureka, for San Francisco; stmr South Bay, for San Francisco, with stmr Northland in tow; stmr San Pedro, for San Francisco.

PORT ANGELES—Sailed June 24—Schr Guide, for San Francisco.

ASTORIA—Arrived June 24—Stmr Costa Rica, hence June 21.

Sailed June 24—Schr Sequola, for San Francisco.

TATOOSH—Passed out June 24—U S stmr Wyoming, for Portland; U S stmr Preble, for Portland; U S stmr Paul Jones, for Portland; brig W G Irwin, from Roche Harbor, for San Francisco.

PORT BRAGG—Sailed June 24—Stmr National City, for San Francisco, with barge Tidal Wave in tow.

SANTA BARBARA—Sailed June 24—Stmr State of California, for San Diego; stmr Coos Bay, for San Francisco.

BELLINGHAM—Sailed June 24—Br bark Lucipara, for Callao.

SAN PEDRO—Arrived June 24—Bark Holliswood, from Newcastle, Aus.

Arrived June 24—Schr Lucy, from Umpqua; stmr Westport, from Westport; schr R C Slade, from Grays Harbor; schr Winslow, from Ballard.

Sailed June 24—Stmr Rival, for San Francisco; schr Bangor, for Port Townsend.

PORT TOWNSEND—Sailed June 24—Br ship Thistlebank, from Port Blakeley, for Port Pirie; bktn Kilckitat, from Port Ludlow, for San Pedro; ship W E Babcock, from Port Blakeley, for Philadelphia.

SEATTLE—Sailed June 24, 11:15 a m—Stmr Farallon, for Skagway. June 24—Stmr Jeanie, for San Francisco.

GRAYS HARBOR—Sailed June 23—Schr C S Holmes, for Guaymas.

VENTURA—Sailed June 24—Stmr Asuncion, for Port Harford.

PORT LOS ANGELES—Sailed June 24—Stmr Alcazar, for San Francisco.

PORT HARFORD—Sailed June 24—Stmr Coos Bay, for San Francisco.

REDONDO—Sailed June 24—Schr Azalea, for Eureka.

Arrived June 24—Schr James A Garfield, from Willapa.

SAN DIEGO—Arrived June 24—Nor stmr Titania, from Nanaimo.

Sailed June 24—Bktn Lahaina, for Portland.

MENDOCINO—Sailed June 24—Stmr Brooklyn, for San Francisco.

WESTPORT—Sailed June 24—Stmr Navarro, for San Francisco.

EASTERN PORTS.

CAPE HENRY—Passed June 22—Br stmr Floriston, from Norfolk, for Manila.

REEDY ISLAND—Anchored June 22—Br ship Leicester Castle, from Philadelphia, for Nagasaki.

NEW YORK—Arrived June 24—Br stmr Indrawadi, from Hongkong.

FOREIGN PORTS.

USHANT—Passed June 23—Ger stmr Numantia, from Guatemala, for Hamburg.

COLON—Arrived June 21—Stmr Seguranca, from New York.

Sailed June 22—Stmr Advance, for New York.

FUNTA ARENAS—Arrived June 9—Ger stmr Hathor, from Hamburg, for San Francisco.

SINGAPORE—Sailed June 9—Ger stmr Nubia, for Manila.

VALPARAISO—Sailed June 7—Ger stmr Anubis, for Hamburg; Ger stmr Neko, for Hamburg.

GUAYAQUIL—Sailed June 8—Ger stmr Denderah, for San Francisco.

IQUIQUE—Sailed June 21—Br ship Godiva, for Boston.

NEWCASTLE, AUS—Arrived June 22—Br bark Earl Derby, from Honolulu.

OCEAN STEAMERS.

NEW YORK—Sailed June 24—Stmr Arabic, for Liverpool.

SOUTHAMPTON—Sailed June 24—Stmr Deutschland, from Hamburg, for New York, via Cherbourg.

NAPLES—Arrived June 24—Stmr Prinzess Irene, from New York, for Genoa; stmr Algeria, from Leghorn, etc, for New York.

LIVERPOOL—Sailed June 23—Stmr Monmouth, for Montreal. June 24—Stmr Cedric, for New York.

Arrived June 24—Stmr Carpathia, from New York, via Queenstown; stmr Belgenland, from Philadelphia, via Queenstown; stmr Armenian, from New York.

QUEENSTOWN—Arrived June 24—Stmr Cymric, from Boston, for Liverpool, and proceeded; stmr Campania, from New York, for Liverpool, and proceeded.

Sailed June 24—Stmr Republic, from Liverpool, for Boston.

HAVRE—Arrived June 24—Stmr La Gascogne, from New York.

Movements of Steamers.

TO ARRIVE.

Steamer.	From.	Due.
City Panama	New York via Panama	June 25
Coos Bay	San Pedro & Way Pts	June 25
City Puebla	Puget Sound Ports	June 25
Eureka	Humboldt	June 25
Pomona	Humboldt	June 25
San Pedro	Humboldt	June 25
Chico	Portland & Astoria	June 25
J. S. Higgins	San Pedro	June 25
Coronado	Grays Harbor	June 26
Arcata	Coos Bay & Pt. Orford	June 26
Mariposa	Tahiti	June 26
Breakwater	Coos Bay	June 26
Arctic	Humboldt	June 26
Sierra	Sydney & Way Ports	June 27
St. Paul	Nome & St. Michael	June 27
State of Cal	San Diego & Way Pts	June 27
Chehalis	San Pedro	June 27
Curacao	Mexican Ports	June 28
Costa Rica	Portland & Astoria	June 28
Pomo	Point Arena & Albion	June 28
Corona	Humboldt	June 28
Elizabeth	Coquille River	June 28
S Barbara	Grays Harbor	June 29
Del Norte	Crescent City	June 29
Acapulco	New York via Panama	June 29
Jeanie	Seattle & Tacoma	June 29
Bonita	Newport & Way Ports	June 29
Argo	Eel River Ports	June 30
Korea	China & Japan	June 30
Umatilla	Puget Sound Ports	June 30
Point Arena	Mendocino & Pt. Arena	June 30
Santa Rosa	San Diego & Way Pts	June 30
Gaelic	China & Japan	July 2
G. Lindauer	Grays Harbor	July 3
North Fork	Humboldt	July 3
Columbia	Portland & Astoria	July 3
Queen	Puget Sound Ports	July 5

TO SAIL.

Steamer.	Destination.	Sails.	Pier.
	June 25.		
Newburg	Grays Harbor	4 pm	Pier 10
Centennial	Seattle & Tacoma	5 pm	Pier 20
South Bay	Los Angeles Ports	4 pm	Pier 2
Pt. Arena	Point Arena	4 pm	Pier 2
Alameda	Honolulu	11 am	Pier 7
Rainier	Seattle & Bilingham	4 pm	Pier 10
Aurella	Astoria & Portland	4 pm	Pier 27
San Pedro	Los Angeles Ports	6 pm	Pier 2
Redondo	Astoria & Portland	6 pm	Pier 2
Argo	Eel River Ports	4 pm	Pier 2
	June 26.		
Columbia	Astoria & Portland	11 am	Pier 24
S. Rosa	San Diego & Way	9 am	Pier 11
	June 27.		
North Fork	Humboldt	5 pm	Pier 20
Pomona	Humboldt	1:30 p	Pier 9
Eureka	Humboldt	12 m	Pier 13
San Jose	N. Y. via Panama	12 m	Pier 40
Chehalis	Grays Harbor	3 pm	Pier 2
	June 28.		
Coos Bay	San Pedro & Way	9 am	Pier 11
Arcata	Coos B. & Pt. Orfd	10 am	Pier 13
	June 29.		
S. Barbara	Los Angeles Ports	10 am	Pier 2
Nevadan	Honolulu & K'hului	3 pm	Pier 23
City Puebla	Puget Sound Ports	11 am	Pier 9
Breakwater	Coos Bay direct	5 pm	Pier 8
Arctic	Humboldt	9 am	Pier 2
	June 30.		
Corona	Humboldt	1:30 p	Pier 9
Coronado	Grays Harbor	4 pm	Pier 10
Pomo	Pt. Arena & Albion	6 pm	Pier 2
State of Cal	San Diego & Way	9 am	Pier 11
Elizabeth	Coquille River	5 pm	Pier 20
	July 1.		
Costa Rica	Astoria & Portland	11 am	Pier 24
	July 2.		
Bonita	Newport & Way	9 am	Pier 11
Mariposa	Tahiti direct	11 am	Pier 7
City Panam	N. Y. via Panama	12 m	Pier 40
Jeanie	Seattle & Tacoma	5 pm	Pier 20
	July 5.		
Umatilla	Puget Sound Ports		Pier —

FROM SEATTLE.

Steamer.	Destination.	Sails.
Oregon	Nome & St. Michael	June 25
Victoria	Nome & Way Ports	June 25
City Seattle	Skagway & Way Ports	June 25
Cottage City	Skagway & Way Ports	June 27
Farallon	Skagway & Way Ports	June 28
Humboldt	Skagway & Way Ports	June 30
Dirigo	Skagway & Way Ports	July 1
Excelsior	Valdez & Way Ports	July 1
Senator	Nome	July 3
Roanoke	Nome & St. Michael	July 6

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.

SATURDAY, JUNE 25.

Sun rises 4:48
Sun sets 7:35
Moon sets .....3:09 a. m.

Date.	Time	Ft.	Time	Ft.	Time	Ft.	Time	Ft.
	L W		H W		L W		H W	
25	3:42	—0.4	10:40	4.5	3:10	2.9	9:33	6.0
26	4:28	—0.7	11:30	4.6	3:56	2.9	10:16	5.9
27	5:11	—0.8	12:18	4.6	4:42	2.9	10:57	5.8
28	5:52	—0.8	1:00	4.7	5:22	3.1	11:36	5.5
29	6:30	—0.6	1:44	4.8	6:12	3.2	.....	.....
	H W		L W		H W		L W	
30	0:15	5.2	7:07	—0.8	2:25	4.8	7:02	3.2
1	0:59	4.7	7:44	0.1	3:03	4.8	7:52	3.2

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 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.

Time Ball.

Branch Hydrographic Office, U. S. N., Merchants' Exchange, San Francisco, Cal., June 24, 1904.

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.

MARKET'S TONE IS IMPROVING

Betterment Is but Slight and Is Not Significant of Any Particular Reaction

IRON TRADE AT BOTTOM

Reports From Leading Textile Industries Show Almost Midsummer Dullness

NEW YORK, June 24.—Bradstreet's to-morrow will say:

There has been some enlargement in demand at the West this week, but the betterment as yet is largely one of tone. Reports from the leading industries are not significant of any particular reaction from the dullness noted heretofore.

The iron trade appears to be grounding upon the bottom as regards prices and curtailment is becoming widespread. From the leading textile industries the story is one of almost midsummer dullness and of a waiting disposition on the part of the manufacturers. Railway earnings for the elapsed portion of June promise to make rather more favorable comparisons that the early spring months, while bank clearings betray irregularity, coincident with varying influences affecting bank operations at different centers, and are below last week and last year. No particular improvement in collections is yet to be seen and a long spell of warm weather is still regarded as necessary if retail trade is to be stimulated.

Wheat, including flour, exports for the week ending June 23 aggregate 1,271,437 bushels, against 2,444,251 last week, 3,158,152 this week last year and 3,382,701 in 1902. From July 1, 1903, to date they aggregate 132,727,439 bushels, against 220,199,691 last season and 244,143,258 in 1902.

Business failures in the United States for the week ending June 23 number 185, against 181 last week and 171 last year. In Canada failures for the week number 23, against 18 last week and 18 in this week a year ago.

NEW YORK, June 24.—R. G. Dun & Company's Weekly Review of Trade to-morrow will say:

Aside from the strike of garment workers, developments of the last week have tended to strengthen confidence. One political convention has ended and, although its action was a foregone conclusion, the industrial atmosphere is slightly clearer. The fiscal year is drawing to a close with national finances in a sound condition, the small shrinkage in Federal customs receipts being no cause for uneasiness. The most important trade influence just now is the progress of the crops and the past week has brought no setback. Seasonable weather has stimulated distribution of merchandise and retail business is improving very noticeably at many cities, although it is not customary to find sales increasing at this time. Railway earnings thus far for June are surprisingly satisfactory, an increase over last year of 4.2 per cent being reported.

Western hide markets have ruled very dull. Packers hold for full prices, but the tanners buy little, as recent declines in leather depressed that market below a parity with hides.

Failures this week numbered 227 in the United States, against 223 last year, and 32 in Canada, compared with 19 a year ago.

SISTER'S AFFIDAVIT TELLS HOW MONEY WAS INTRUSTED

Pointed Declaration Made to Judge Seawell in Margaret McLaughlin's Suit Against Whelan.

An affidavit of Katherine McLaughlin, sister of Margaret McLaughlin, who is suing John F. Whelan for the recovery of $7000, said to have been given him for safe keeping, was the pointed feature yesterday of a hearing in Judge Seawell's court. The Judge was considering Whelan's demurrer to the complaint and his motion to dissolve the restraining order preventing him from disposing of his assets.

Both of the McLaughlin women were in court and heard their attorney give Judge Seawell a direct admission as to the manner in which the money was earned that Margaret is said to have deposited with Whelan. Katherine's affidavit related that she was a sister of the plaintiff and lived at 246 O'Farrell street. She alleged that her sister and Whelan lived together at 319 Sutter street for a year and a half and down to within a short time before the institution of the pending proceedings. She had frequently visited her sister and held conversations with Whelan concerning the moneys received from Margaret. He admitted, she says, that her sister gave him her daily earnings, amounting to more than $7000. Katherine says that she, too, at his earnest solicitation, turned over her own earnings to him for safe keeping and at one time he had $600 belonging to her.

Judge Seawell took the motions of the defendant under submission.

Check Was Worthless.

Robert L. Paynter, alias R. J. Johnston, was arrested yesterday by Detectives Dinan and Wren and booked at the City Prison on a charge of passing a fictitious check. He called at the saloon of J. M. Denon, 425 Pacific street, on Thursday night and got him to cash a check for $14 25 on the Wells-Fargo Bank, payable to himself and purporting to be signed by the Western Supply Company. The check was presented at the bank by Denon, who was told that it was worthless. He immediately notified the police and Paynter was arrested.

Regimental Parade.

The First Regiment of Infantry, National Guard of California, will parade on Van Ness avenue at 8 o'clock on Monday night. Later there will be a regimental drill.

Notice to Passengers.

Baggage transferred to and from all trains, steamers, etc., at low rates. One trunk (single trip) 35 cents; round trip 50 cents. Morton Special Delivery, 308 Taylor st., 650 Market st., Oakland Ferry depot. Phone Exchnage 46.

TRUST COMPANY SEEKS MILLIONS

Suit Against the State for Payment of Montgomery Avenue Bonds Now Due

ANCIENT HISTORY CITED

Corporation Avers That Commonwealth Is Responsible for Opening of Street

The Union Trust Company proposes to revive the official history of San Francisco for thirty-two years past in support of its contention that the State of California should pay $855,000 and more than $1,000,000 interest thereon, for the building of Montgomery avenue, in the halcyon days of 1872.

The complaint of the trust company was filed yesterday morning in the Superior Court. It was a long, printed document of numerous pages and multifarious allegations. At its conclusion there was a prayer of the plaintiffs for judgment against the State for the par value of 855 bonds of $1000 each, issued for the extension of the street, together with interest thereon up to date of maturity, January 1, 1903, amounting to $1,121,010, and interest accrued on the total from maturity until the date of judgment in the suit now instituted.

The Union Trust Company, after securing ownership of the bonds, laid a ground for its case against the State by applying for payment from the City and County Treasurer and presenting its claim to the State Board of Examiners. In both instances the trust company was turned down.

OLD HISTORY REVIEWED.

The complaint filed yesterday goes over the official actions in regard to the extension of Montgomery avenue in 1872, diagonally through nineteen blocks of thickly settled land, from Washington street to Beach and Leavenworth. An act of the nineteenth Legislature authorized the extension and at the same time, it is alleged, created the Board of Works, consisting of the Mayor, Tax Collector and Surveyor of this city and county as agent of the State. William Alvord was Mayor in that year.

It is recited that after all of the provisions of the Legislature were complied with in regard to opening the avenue bonds were ordered issued in payment of damages to property and to secure deeds to the land utilized. It is alleged that all of these damages and deeds were paid for out of the money received from the sales of bonds which were disposed of at thirty-six different sales to some sixty-nine different buyers at prices ranging from 85 cents to 88¾ cents on the dollar par. The complaining company, prior to the rejection of its claim by the State Board of Examiners, became the bona fide owner of 855 bonds out of the 1579 originally issued.

NO MONEY IN FUND.

It is alleged that the treasurer of this county has not at any time advertised for the surrender or redemption of the Montgomery-avenue bonds. Furthermore, it is said that the last time the city and county of San Francisco levied an assessment to pay the principal or interest on these bonds was in 1880-81. From April 26, 1883, to January 31, 1891, 95 cents was the only amount in the coupon fund and this was then transferred to the general fund. On June 30, 1882, it is alleged, the Montgomery-avenue sinking fund amounted to $12,318 20 and this was converted into the general fund on July 31, 1891. Since then there has been nothing in the fund to pay either principal or interest.

Policeman's Narrow Escape.

Policeman M. F. Joy had a narrow escape from being seriously wounded on Thursday night. A gang of Barbary Coast toughs were fighting on Ohio street, off Pacific, shortly before 11 o'clock, and Joy, drawing his club, ordered them to disperse. They did so and Joy thought no more of the matter till a few minutes later, when he reported off duty. He was surprised to find blood on the left sleeve of his coat and more so when he saw a deep cut on his left arm. One of the gang had made a thrust apparently at Joy's left side with a knife and he had received it on his arm. He will not report for duty for some days.

Foresters' Picnic.

The general relief committee of the Foresters of America will have a family outing and picnic at Sunset Park to-morrow for the purpose of increasing the friendship fund of the committee. This fund is used to assist members of courts outside of San Francisco who may be here and sick or in distress. The committee also furnishes employment for such members. The officers in charge of the work are: J. Gallagher, president; E. R. Zion, vice president; R. Steinman, treasurer, and Jacob Label, secretary. The committee in charge of the outing has prepared a good programme for the entertainment of those who may go to the park.

TEN BEAUTIFULLY ILLUMINATED ART SUPPLEMENTS

Beginning with the issue of July 3, THE SUNDAY CALL Will issue a series of the handsomest Art Supplements ever issued by a paper in the United States.

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Steamers leave Broadway wharves, piers 9 and 11 San Francisco:

For Ketchikan, Wrangel, Juneau, Haines, Skagway, etc., Alaska—11 a. m. June 19, 24, 29, July 5. Change to Company's steamers at Seattle.

For Victoria, Vancouver, Port Townsend, Seattle, Tacoma, Everett, Bellingham—11 a. m., June 19, 24, July 5. Chanie at Seattle to this CSompany'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., June 21, 27, July 3. Corona, 1:30 p. m., June 18, 24, 30, July 6.

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 Louis Obispo), Ventura and Hueneme.

Bonita, 9 a. m., June 16, 24, July 2.

Coos Bay, 9 a. m., June 20, 28, July 6.

For Ensenada, Magdalena Bay, San Jose del Cabo, Mazatlan, Altata, La Paz, Santa Rosalia, Guaymas (Mex.), 10 a. m., 7th each mo.

ALASKA EXCURSIONS, Season 1904—The palatial excursion steamship Spokane will leave Tacoma, Seattle and Victoria July 5, 19, Aug. 2, 16.

For further information obtain folder. Right is reserved to change steamers or sailing dates.

TICKET OFFICES—4 New Montgomery st. (Palace Hotel), 10 Market st., and Broadway wharves. Freight Office, 10 Market st.

C. D. DUNNAN, General Passenger Agent, 10 Market st., San Francisco.

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Belgravia .....July 9 *†Moltke .....July 28

*Has grill room and †gymnasium on board. ‡Will call at Dover only.

HAMBURG-AMERICAN LINE. Offices, 35 and 37 Broadway, New York. HERZOG & CO., 401 CALIFORNIA ST.

O. R. & N. CO.

COLUMBIA sails June 26, July 6, 16, 26, Aug. 5, 15, 25. GEO. W. ELDER sails July 1, 11, 21, 31, Aug. 10, 20, 30. Only steamship line to PORTLAND, OR., and short rail line from Portland to all points East. Through tickets to all points. 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. Agent Freight Dept., 3 Montgomery 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 st. 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.

To U. S. Navy Yard and Vallejo.

STMRS. GEN. FRISBIE, MONTICELLO and ARROW—9:45 A. M., 12:30 noon, 3:15 P. M., 6:00 P. M.; 8:30 P. M. (ex. Sunday); Sundays 9:45 A. M., 8:30 P. M. Leave Vallejo 7:00 A. M., 9:00 A. M., 12:30 NOON, 3:15 P. M., 6:00 P. M. (ex. Sunday); Sundays 7:00 A. M., 4:15 P. M. Landing and office, Pier 2, foot Mission st. Phone Main 1508. HATCH BROS.

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Stmr. H. J. Corcoran—Leaves S. F., foot of Clay st., north end of ferry bldg.—Week days