PLAN A STATE FIRE SERVICE

Forest Association Members Are Preparing a Bill for Submission to Legislature

FORESTS MAY BE SAVED

Measures Proposed to Make Personnel of Bureau Effective and Non-Partisan

The organization of a State forest fire department to prevent and extinguish forest fires in California will be recommended by a special committee of the California Water and Forest Association, William Thomas chairman. All day Sunday the committee counseled with representatives of the United States Bureau of Forestry. Yesterday the conference was resumed. Several leading conclusions were reached relative to the proposed fire organization.

Three-quarters of a million acres of forests have been swept by forest fires during the last few months. This has led the California Water and Forest Association to work for better conditions. At the close of the conference of yesterday it was announced that the outlines of a plan had been agreed upon, which it is hoped that the California Legislature will accept at its next session. The outlines are simple. It is proposed to have the Governor appoint a State Forester at a salary of $2000 a year. The State Forester is to appoint his assistant, who will be known as the fire warden. These two officials will be the heads of the State's forest fire department.

The plan also provides that there shall be deputy wardens, ten in number, each of whom is to receive $1000 a year. The appointment of the deputy wardens will rest with the Governor of the State and his official associates on the State Board of Examiners. The term of office of the State Forester is to be for life or during good behavior. The Forester's assistant is to be appointed by the Forester. The committee believes that the fire preventing and fire extinguishing department can be maintained at a cost of not mor than $30,000 a year.

It is recommended that the proposed law shall authorize the deputy wardens to call upon citizens to help put out fires and provide compensation at 25 cents per hour and a penalty for refusing to give the assistance. The recommendations will be embodied in a legislative bill after due consideration by the executive committee of the association.

Thornton Has Many Victims.

Besides H. E. Floyd and Amon G. Carter, whose diamond studs were stolen by J. W. Thornton, alias George Wilson, the Eastern pickpocket, D. W. Saylor, proprietor of a restaurant at 30 O'Farrell street, comes forward as another victim. He identified Thornton yesterday as the man who stole his diamond stud, valued at $350. That makes three charges of grand larceny against Thornton. It was about the some time that Joseph Harvey's diamond stud was stolen and Saylor believes that Thornton was the thief. Harvey's stud was returned for a consideration. An application for a writ of habeas corpus for Thornton's release was denied by Judge Lawlor yesterday morning.

Nurses Hold Meeting.

The nurses of the alumni of the San Francisco Training School of the city and county of San Francisco hospital held a meeting yesterday at 316 Van Ness avenue. Miss L. A. Craighan, president, was chairman. The principal topic was the agitation of the question of how to get the hospital away from political control. The secretary was ordered to write to the principal hospitals in the Eastern cities for advice upon this subject.

ADVERTISEMENTS.

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OCEANIC STEAMER VENTURA ARRIVES FROM THE ANTIPODES

The Crack Liner Makes Smooth Sea Trip.

The Oceanic liner Ventura, Captain H. M. Hayward, arrived yesterday from Sydney, Auckland, Samoa and Honolulu. She sailed from Sydney September 19. She brings a large cargo and a full passenger list. In her treasure room are cases of sovereigns valued at £105,000 and other coin valued at $2000. The voyage was a pleasant one, with smooth sailing the entire distance. D. O. Ramsey, Oceanic Steamship passenger agent in Sydney, is visiting this country on business. Mr. and Mrs. A. M. Miller, Miss Maud Hobson and several other theatrical people are returning to the United States after a tour of the colonies. There are twelve whites and forty-two Japanese in the steerage. The following are the cabin passengers.

From the Colonies—Mr. and Mrs. J. Wilson, R. S. L. Morris, Mons. and Mme. H. Jouve, Mme. S. S. Loumagne, A. T. Jagger, Miss M. A. Brown, Miss D. Bridson, Miss L. Riley, Thomas Miller, Miss Chapman, J. Bourke, R. A. H. Gray, Miss E. Bennett-Johnson, Miss K. Walker, Mr. and Mrs. C. H. Plumbridge, Mrs. H. McDonald, F. Cook, A. Seymour, Charles J. Martin, A. G. Bowman, R. S. Parker, R. F. O'Rourke, Martin Beck, Mr. and Mrs. Mooklar and infant, Mr. and Mrs. A. M. Miller, Miss Maud Hobson, Mr. and Mrs. M. D. Moss, Miss R. Moss, D. O. Ramsay, Mrs. E. G. Hozier, Mr. and Mrs. J. Judge, Joseph Berry, J. G. Baley, D. H. Madill, J. M. Rosen, Ross M. Murphy, Mr. and Mrs. Ayres, Mr. and Mrs. Budge, Miss F. A. McLeed, S. Meyer, Mr. and Mrs. J. N. Dyson, H. W. Westerfeld, Mr. and Mrs. T. Russell, Russell B. Beals, J. Slack, E. Forbes, Mrs. D. Forbes, Elder E. Cragun, Mrs. K. S. Riley, James Hoff, Mr. and Mrs. J. Kelley and three children, John Bartholomew, Miss J. M. O'Brien, Miss C. Blitchford, Mrs. Brunswick and infant, Mr. and Mrs. F. C. Brown and infant.

From Honolulu—Mr. and Mrs. de Veer, J. Huid, A. G. Marrian, A. Sinclair, F. H. Churchhouse, C. D. Lufkin, E. C. Lawton, J. F. Hausmann, Mr. and Mrs. P. C. Buzzell, K. S. Gjerdrum, C. Windsor, Mr. and Mrs. Russell, F. W. Grimwood, Mr. and Mrs. H. H. James, P. J. O'Connell and wife, Mr. and Mrs. A. Colquhon and two children, Mr. and Mrs. Whitehouse and maid, Mr. and Mrs. Flurcheine and two children, Mr. and Mrs. C. L. Gilmore and child, Mr. and Mrs. Levy and two daughters.

Alice in Troubleland.

Captain Davison of the British ship Alice A. Leigh is making strenuous efforts to get to sea and down to Newcastle for a load of coal, but so far a malignant little cherub sitting up aloft won't let him out of this harbor. Several days ago his anchors down in the bay got afoul of each other and he could not unmoor ship. Yesterday, the mudhooks at last clear, he made preparations for another start. This time it was the members of the new crew that fouled. About half of the men are A. B.'s and of course know the rude touch of a marlin spike from the soft caress of a kid glove, and the rest know more about sawmills and broncos than of a reef-tackle. The "farmers" concluded that the princely and luxurious life of the sailor as pictured by the water front boarding-house runners was too rich for their simple tastes and decided to go ashore and home. The able-bodied portion of the crew, who know that such inexperienced shipmates make double work for the experienced, abetted the spirit of desertion by threatening to break the rustic heads the moment they all got to sea, if not before. So insubordination is rampant on board the Alice A. Leigh and she cannot get away for Newcastle.

Rough Weather at Horn.

Every vessel that gets up from the Horn tells of rough weather and high rolling seas around that tempestuous point. The big steamer California, which recently arrived here, logged seven days of fierce warfare with a Cape Horn storm, and the British ship Strathdon, Captain Patterson, which came in yesterday, 134 days from Swansea, encountered the same gale, and for a week fought her way through and out of the stormy zone. The French bark La Pelier, which arrived in port 148 days from Hamburg, brings the same report of heavy weather at the Horn. The Strathdon spoke the French Madeline October 3, bound for San Francisco. Near the Horn the La Pelier saw a strange ship with mainyard gone and other indications of hard weather in damaged rigging. The name of the vessel could not be learned, but the signal letters she displayed were J W K B.

Change in the Overdues.

A change took place in the list of overdue vessels yesterday. Two arrived tardily, and a new name was added to the number of delays. The Russian ship Dorothea has arrived at Falmouth and the British bark Shakespeare came into Barbadoes. The new overdue is the German ship Serene, from Liverpool to Valparaiso. She is out 133 days, and the reinsurance is 10 per cent. The other vessels are the schooner Advance, 68 days from Mississippi to Venezuela, 35 per cent, and the ship Gaetano Casabona, from Sidney to Table Bay, out 110 days, 5 per cent.

Fell From Aloft.

The British ship Clan Graham arrived in port yesterday from Newcastle, Australia, with 3261 tons of coal. Captain McIntyre reports that October 5 one of the ship's crew named Aldrei Lake fell from the upper maintopgallant yard. He struck the deck and his leg was badly crushed. The injured man was taken to the hospital.

Water Front Notes.

The ship Fort George arrived yesterday, 24 days from Hilo, with 27,266 bags of sugar, and the bark R. P. Rithet, 25 days from Honolulu, with 35,239 bags of sugar.

The fishing tug Alexander Volta, owned by Palladina, has been purchased by the Pacific Mail Steamship Company and will be taken to the Central American coast, where she will be used for towing in the different ports.

NEWS OF THE OCEAN.

Matters of Interest to Mariners and Shipping Merchants.

The barkentine Coronado returns to Honolulu with general cargo.

General Cargo for England.

The Danish bark Sixtus was cleared yesterday for Liverpool, England, with 19,786 cs canned fruit, 56,838 cs canned salmon, 20,551 lbs beans, 18,521 lbs cascara bark, 234,070 lbs orchilla, 90 cs honey, 4 cs wine and 21 pkgs household goods, valued at $306,119.

The vessel also carried 381,570 lbs asphaltum, valued at $4000, consigned to Hamburg, Germany.

Exports by the Queen.

The steamer Queen sailed on Friday for Victoria with an assorted cargo, valued at $21,865 and including the following:

861 pkgs fresh fruits, 86 pkgs fresh vegetables, 16,507 lbs dried fruit, 5350 lbs raisins, 50,160 lbs malt, 543 lbs spices, 613 lbs dried fish, 2550 lbs chocolate, 144 cs canned goods, 21 pkgs groceries and provisions, 490 lbs coffee, 75 cs champagne, 282 gals wine, 301,034 lbs pig lead, 596 ft hardwood, 4500 lbs asphaltum, 58 rolls roofing material, 20 rolls paper, 12 cs arms and ammunition, 8 pkgs acid, 7 bdls 42 pcs steel, 2 bdls 25 pcs boiler tubes, 3 cs paints, 9 pkgs nails, 14,470 lbs sheet lead, 679 lbs leaf tobacco, 6 pkgs sewing machines, 5 pkgs plumbing material.

The Alameda's Cargo.

The steamer Alameda sailed on Saturday for Honolulu with a general merchandise cargo, valued at $144,547. The leading exports were as follows: 201 bbls flour, 2481 pkgs fresh fruits, 168 pkgs fresh vegetables, 1490 pkgs potatoes, 449 pkgs onions, 47,590 lbs malt, 8096 lbs hops, 197 pkgs table preparations, 1363 cs assorted canned goods, 8274 lbs butter, 6343 lbs 4 cs cheese, 118 cs eggs, 80 cs 155 pkgs salmon, 2392 lbs tea, 12,920 lbs beans, 14,028 lbs dried fish, 32,656 lbs shrimp shells, 723 lbs peas, 16,779 lbs 3 cs bread, 15,080 lbs codfish, 11,030 lbs 4 cs ham and bacon, 14,457 lbs sugar, 2800 lbs meals, 629 ctls barley, 6 ctls wheat, 18,018 lbs middlings, 100 bales hay, 2630 lbs fresh meat, 1947 lbs dressed poultry, 455 lbs fresh fish, 4769 lbs 8 cs candy, 1937 lbs glucose, 188 pkgs groceries and provisions, 3156 gals 3 cs wine, 6 cs champagne, 25 gals 5 cs rum, 50 gals brandy, 540 gals 47 cs whisky, 25 casks beer, 4 cs mineral water, 775 gals liquors, 690 gals 6 cs spirits, 158,200 lbs rice, 30 cs frozen oysters, 4800 lbs salt, 15 cs syrup, 15 pkgs paste, 15,170 lbs lard, 12 cs grape juice, 2520 lbs coffee, 1330 lbs 16 pkgs raisins, 2625 lbs dried fruit, 23 pkgs olives, 7 cs preserved cherries, 73 cs salad oil, 182 pkgs dry goods, 12 cs hats and caps, 136 cs boots and shoes, 50 bdls wire, 23 pkgs electrical supplies, 50 cs paints, 30 pkgs leather, 33 pkgs machinery, 16 pkgs automobile parts, 305 bxs soap, 153 bdls 10 bars iron, 60 pkgs millwork, 30 pkgs sewing machines, 6 cs arms and ammunition, 41 bbls 37 cs oils, 8704 lbs 52 cs manufactured tobacco, 135 pkgs drugs and sundries, 747 bdls paper, 72 cs structural steel, 11,303 lbs sulphur, 106,000 lbs cement, 9 pkgs locomotive parts, 41 bdls 87 pcs steel, 200 oars, 20 bbls pitch, 24 bales paper bags, 208,345 lbs fertilizer.

WEATHER REPORT.

(120th Meridian—Pacific Time.)

SAN FRANCISCO, Oct. 10—5 p. m.

The following maximum and minimum temperatures are reported for the previous day from Eastern stations:

Boston	58-50	New York	64-56
Chicago	78-68	Philadelphia	72-66
Cincinnati	84-68	Pittsburg	78-66
Jacksonville	80-66	St. Louis	84-70
New Orleans	86-72	Washington	76-56

SAN FRANCISCO.....70-62

COAST RECORD.

STATIONS.	Barometer.	Maximum Temperature.	Minimum Temperature.	Direction of Wind.	State of Weather.	Precipitation.
Baker	29.92	58	46	SE	Cloudy	.00
Carson	29.88	64	42	SW	Cloudy	.01
Eureka	....	..	58	....	.....	....
Fresno	29.92	76	56	SE	Pt.Cldy	.00
S.E. Farallon	29.88	62	..	S	Cloudy	Tr.
Flagstaff	30.04	58	26	E	Clear	.00
Pocatello	30.08	62	42	SE	Clear	Tr.
Independence	29.96	68	46	SE	Pt.Cldy	.00
Los Angeles	29.96	76	58	SW	Clear	.08
Mt Tamalpais	29.90	56	..	SE	Rain	.04
North Head	....	..	54	....	.....	.02
Phoenix	29.86	86	52	W	Clear	.00
Pt Reyes Lt	29.82	61	..	S	Rain	Tr.
Portland	29.62	62	54	SE	Rain	.36
Red Bluff	29.84	68	58	SE	Cloudy	.22
Roseburg	29.60	74	48	NW	Rain	.36
Sacramento	29.90	72	60	S	Cloudy	.12
Salt Lake	30.06	66	46	S	Clear	.00
San Francisco	29.92	70	62	S	Cloudy	.62
San L. Obispo	29.96	76	58	W	Clear	.08
San Diego	29.94	72	60	NW	Clear	.00
Seattle	29.60	64	46	SE	Cloudy	.26
Spokane	29.86	66	42	SE	Rain	Tr.
Tatoosh	29.50	58	50	S	Rain	.20
Walla Walla	29.74	74	46	SE	Cloudy	.02
Winnemucca	29.96	66	38	S	Cloudy	.04
Yuma	29.88	86	54	NW	Clear	.00

WEATHER CONDITIONS AND GENERAL FORECAST.

The storm is central off the Washington coast to-night and moving rapidly southeastward. Cloudy weather prevails from Fresno northward and eastward to the Rocky Mountains. Fair weather prevails in Southern California and Arizona. Light rain has fallen from Central California north.

Reports from Eureka are missing.

High southeast winds are reported from Cape Mendocino north.

The temperature has risen over the plateau region.

Forecast made at San Francisco for thirty hours ending midnight, October 11:

Northern California—Rain Tuesday; brisk to high southeast wind.

Southern California—Showers Tuesday; fresh southwest wind.

Nevada—Showers Tuesday.

San Francisco and vicinity—Rain Tuesday; high southeast wind.

Los Angeles and vicinity—Showers Tuesday; light southwest wind.

Sacramento and vicinity—Rain Tuesday; high southerly wind.

Fresno and vicinity—Showers Tuesday.

G. H. WILLSON, Local Forecaster, Temporarily in Charge.

Movements of Steamers.

TO ARRIVE.

Steamer.	From.	Due.
Sequoia	Willapa Harbor	Oct. 11
San Pedro	Humboldt	Oct. 11
G. Lindauer	Grays Harbor	Oct. 11
S. Monica	San Pedro	Oct. 11
Coronado	Grays Harbor	Oct. 11
Pomona	Humboldt	Oct. 11
Pomo	Point Arena & Albion	Oct. 11
Columbia	Portland & Astoria	Oct. 11
Bonita	Newport & Way Ports	Oct. 11
Redondo	Portland & Astoria	Oct. 11
Mackinaw	Tacoma	Oct. 12
Mariposa	Tahiti	Oct. 12
Chas. Nelson	Seattle & Tacoma	Oct. 12
Wyefield	Oyster Harbor	Oct. 12
Homer	Humboldt	Oct. 13
Iaqua	San Pedro	Oct. 13
Eureka	Humboldt	Oct. 13
Umatilla	Puget Sound Ports	Oct. 13
Point Arena	Mendocino & Pt. Arena	Oct. 13
Santa Rosa	San Diego & Way Pts.	Oct. 13
China	China & Japan	Oct. 13
Corona	Humboldt	Oct. 14
Rainier	Seattle & Bellingham	Oct. 14
Elizabeth	Coquille River	Oct. 14
City Peking	New York via Ancon	Oct. 15
Coos Bay	San Pedro & Way Pts.	Oct. 15
Centralia	Grays Harbor	Oct. 15
Nicaria	Seattle	Oct. 15
Argo	Eel River Ports	Oct. 15
Arcata	Coos Bay & Pt. Orford	Oct. 16
G. W. Elder	Portland & Astoria	Oct. 16
Breakwater	Coos Bay	Oct. 16
Arctic	Humboldt	Oct. 16
Ammon	Hamburg & Way Pts.	Oct. 17
Jeanie	Seattle & Tacoma	Oct. 17
State of Cal.	San Diego & Way Pts.	Oct. 17
G. Dollar	Grays Harbor	Oct. 17
Alliance	Portland & Way Ports	Oct. 18
Queen	Puget Sound Ports	Oct. 18
San Jose	New York via Ancon	Oct. 19
Aurelia	Portland & Astoria	Oct. 19

TO SAIL.

Steamer.	Destination.	Sails.	Pier.
	October 11.		
S. Monica	Grays Harbor	4 pm	Pier 2
Chico	Coquille River	1 pm	Pier 2
Arcata	Coos B. & Pt Orfd	4 pm	Pier 13
Argo	Eel River Ports	4 pm	Pier 2
Breakwater	Coos Bay direct	5 pm	Pier 8
	October 12.		
Arctic	Humboldt	9 pm	Pier 2
City Puebla	Puget Sound Ports	11 am	Pier 9
C. Nelson	Los Angeles Ports	5 pm	Pier 20
	October 13.		
Iaqua	Astoria & Portland	10 am	Pier 2
Redondo	Astoria & Portland	6 pm	Pier 2
Pomona	Humboldt	1:30 p	Pier 9
Pomo	Pt. Arena & Albion	6 pm	Pier 2
State of Cal	San Diego & Way	9 am	Pier 11
Mongolia	China & Japan	1 pm	Pier 40
Newburg	Grays Harbor	4 pm	Pier 10
	October 14.		
G. Lindauer	Grays Harbor	4 pm	Pier 10
Sequoia	Willapa Harbor	12 m	Pier 20
Bonita	Newport & Way	9 am	Pier 11
Centennial	Seattle & Tacoma	5 pm	Pier 20
Coronado	Grays Harbor	4 pm	Pier 10
Columbia	Astoria & Portland	11 am	Pier 24
San Pedro	Humboldt	12 m	Pier 2
Homer	Los Angeles Ports	9 am	Pier 2
	October 15.		
Eureka	Humboldt	9 am	Pier 13
Point Arena	Point Arena	4 pm	Pier 2
Newport	N. Y. via Ancon	12 m	Pier 40
Centralia	Los Angeles Ports	10 am	Pier 10
	October 16.		
Corona	Humboldt	1:30 p	Pier 9
S. Rosa	San Diego & Way	9 am	Pier 11
Elizabeth	Coquille River	5 pm	Pier 20
	October 17.		
Umatilla	Puget Sound Ports	11 am	Pier 9
	October 18.		
Rainier	Seattle & Belingham	4 pm	Pier 10
Coos Bay	San Pedro & Way	9 am	Pier 11
	October 19.		
Amer. Maru	China & Japan	1 pm	Pier 40
G. W. Elder	Astoria & Portland	11 am	Pier 24
	October 20.		
Ventura	Sydney & Way Pts.	2 pm	Pier 7
Mariposa	Tahiti direct	11 am	Pier 7
Nicaria	Hamburg & Way	12 m	Pier 20

FROM SEATTLE.

Steamer.	Destination.	Sails.
Dolphin	Skagway & Way Ports.	Oct. 12
Farallon	Skagway & Way Ports.	Oct. 13
City Seattle	Skagway & Way Ports.	Oct. 14
Jefferson	Skagway & Way Ports.	Oct. 15
Santa Ana	Seldovia & Way Ports.	Oct. 16

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.

TUESDAY, OCTOBER 11.

Sun rises 6:14
Sun sets 5:39
Moon sets .....7:40 p. m.

Date.	Time H W	Ft.	Time L W	Ft.	Time H W	Ft.	Time L W	Ft.
11	1:05	5.1	6:17	1.9	12:32	5.7	7:05	—0.2
12	2:00	4.8	7:02	2.4	1:15	5.5	8:00	—0.1
13	3:00	4.6	7:50	2.9	2:02	5.3	8:58	0.0
14	4:05	4.5	8:50	3.1	2:57	5.0	9:59	0.2
15	5:11	4.5	10:00	3.2	3:59	4.6	11:00	0.4
16	6:15	4.5	11:20	3.2	5:17	4.5	.....	.....

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.

Ship Alice Leigh Again Unable to Leave.

Time Ball.

Branch Hydrographic Office, U. S. N., Merchants' Exchange, San Francisco, Cal., October 10, 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.

SHIPPING INTELLIGENCE.

ARRIVED.

Sunday, October 9.

Stmr Arctic, Nelson, 30 hours from Eureka.

Monday, October 10.

Stmr Ventura, Hayward, 20 days 20 hours 21 min from Sydney, via Auckland 17 days 5 hours 31 min, via Pago Pago 12 days 13 hours 59 min, via Honolulu 5 days 22 hours 28 min.

Stmr F A Kilburn, Thompson, 7 hours from Port Rogers.

Stmr Chehalis, Johnson, 30 hours from San Pedro.

Stmr James S Higgins, Higgins, 36 hours from San Pedro.

Stmr Centennial, Klitgaard, 89 hours from Seattle.

Stmr Brunswick, Ellefsen, 18 hours from Fort Bragg.

Stmr San Mateo, Ross, 102 hours from Tacoma, Oakland direct.

Stmr State of California, Thomas, 42 hours from San Diego and way ports.

Stmr Maggie, Corning, 4 hours from Halfmoon Bay.

Stmr Gipsy, Leland, 5 hours from Amesport.

Nor stmr Titania, Foyn, 106 hours from Comox, B C.

Ship Fort George, Gove, 24 days from Hilo.

Br ship Clan Graham, McIntyre, 61 days from Newcastle, Aus.

Br ship County of Inverness, Gray, 53 days from Newcastle, Aus.

Bark R P Rithet, McPhail, 25 days from Honolulu.

CLEARED.

Monday, October 10.

Stmr Corona, Gielow, Eureka; Pac Coast S S Co.

Dan bark Sixtus, Erickson, Liverpool; Balfour, Guthrie & Co.

SAILED.

Monday, October 10.

Stmr Gipsy, Leland, Santa Cruz.
Stmr F A Kilburn, Thompson, Port Rogers.
Stmr Maggie, Eagles, Halfmoon Bay.
Stmr Coos Bay, Johnson, San Pedro.
Stmr Eureka, Jessen, Eureka.
Stmr Corona, Gielow, Eureka.
Stmr Mandalay, Smith, Eureka.
Stmr Chehalis, Johnson, Grays Harbor.
Stmr Norwood, Thompson, Seattle.
Stmr National City, Hammar, Fort Bragg.
Bktn Gleaner, Schmehl, Grays Harbor.
Schr Albion, Olsen, Siuslaw River.
Schr Robert Searles, Piltz, Grays Harbor.
Schr Ida A, Campbell, Point Reyes.
Schr Marion, Topfer, Grays Harbor.
Schr Compeer, Lapping, Grays Harbor.

TELEGRAPHIC.

POINT LOBOS—Oct 10, 3 p m—Weather cloudy; wind S; velocity 12 miles per hour.

SPOKEN.

Per Br bark Strathdon—July 17, lat 34 23 S, long 48 13 W, Fr ship Madeline, from Shields for San Francisco.

Oct 9—Lat 35 N, long 75 W, ship Edward Sewall, from Honolulu for New York.

Per Fr bark Le Pelier, from Hamburg, Oct 9—Off Cape Horn, Aug 3, saw Ger bark Antigone, from Hamburg for Mazatlan, and Fr ship Francois d'Amboise, from Hamburg for Santa Rosalia. Aug 2—Lat 58 33 S, long 68 50 W, Fr bark Reine Blanche, from Shields for Valparaiso (since arrived). July 2—Lat 16 49 S, long 37 58 W, Br ship Calthnesshire, from Antwerp for Manzanillo.

Per Br bark Inverclyde—Aug 27, lat 34 44 S, long 176 44 W, Br bark Lady Doris, from Newcastle, Aus, for San Francisco.

Sept 18—45 miles ENE of Sydney Head, bark Emily Reed, from Port Hadlock for Port Pirie.

DOMESTIC PORTS.

BELLINGHAM—Arrived Oct 9—Ship St Paul, from Alaska.

Sailed Oct 9—Stmr Shasta, for San Francisco.

Sailed Oct 10—Stmr Rainier, for San Francisco.

TACOMA—Sailed Oct 9—Stmr Chas Nelson, for San Francisco.

SAN PEDRO—Arrived Oct 9—Schr Susie M Plummer, from Port Blakeley; bktn J M Griffith, from Port Hadlock; schr F S Redfield, fm Seattle; schr Lucy, from Umpqua River; stmr Bonita, hence Oct 6; schr Sadie, from Umpqua River; stmr Francis H Leggett, hence Oct 7.

Sailed Oct 9—Stmr Bonita, for San Francisco and way ports; schr R C Slade, for Grays Harbor.

Arrived Oct 9—Stmr Iaqua, hence Oct 7.

Sailed Oct 10—Schr R C Slade, for Grays Harbor; stmr Samoa, for San Francisco.

REDONDO—Arrived Oct 10—Stmr Asuncion, hence Oct 8, and sailed for Ventura; bktn Mary Winkelman, for Grays Harbor.

COOS BAY—Arrived Oct 9—Schr Volunteer, from San Pedro; schr Novelty, from San Diego.

ASTORIA—Arrived Oct 10—Stmr Alliance, hence Oct 6, via Eureka and Coos Bay.

GRAYS HARBOR—Arrived Oct 9—Schr Geo W Watson, from San Pedro, and not Sept 22, as previously reported.

Arrived Oct 9—Schr Defiance, hence Sept 28.

Arrived Oct 10—Stmr Grace Dollar, hence Oct 7.

Sailed Oct 9—Schr San Buenaventura, for San Francisco; stmr Santa Barbara, for San Pedro.

WESTPORT—Arrived Oct 10—Stmr Navarro, hence Oct 9.

PORT ANGELES—Arrived Oct 10—Schr Robert Lewers, from Honolulu.

KLAWAK—Arrived Sept 24—Schr Salvator, from San Pedro; to sail Sept 30 for San Francisco.

SANTA BARBARA—Sailed Oct 10—Stmr Santa Rosa, for San Diego; stmr Bonita, for San Francisco.

PORT TOWNSEND—Arrived Oct 10—Russ ship Glenard, hence Sept 26.

Arrived Oct 10—Schr Robert Lewers, from Honolulu.

PORT LUDLOW—Arrived Oct 10—Schr Okanogan, from Port Gamble.

BANDON—Arrived Oct 10—Stmr Elizabeth, hence Oct 8.

SAN DIEGO—Arrived Oct 10—Schr Caroline, from San Pedro.

ABERDEEN—Arrived Oct 10—Schr G W Watson, from San Pedro.

PORT GAMBLE—Sailed Oct 10—Ship J B Thomas, for Sydney.

EASTERN PORTS.

NEW YORK—Arrived Oct 9—Stmr Nebraskan, from Philadelphia.

FOREIGN PORTS.

VALPARAISO—Sailed Oct 9—Ger stmr Menes, for San Francisco.

Sailed Oct 4—Ger stmr Hermonthis, for Hamburg.

YOKOHAMA—Arrived Oct 7—Br stmr Tartar, from Victoria; Oct 5—Ger stmr Albenga, from New York.

BRISBANE—Sailed Oct 5—Br stmr Miowera, for Vancouver.

CALCUTTA—Sailed Sept 16—Br ship Fort Carlisle, for ports of South America.

CALLAO—Sailed Aug 17—Br ship Ancona, for Vancouver.

GUAYAQUIL—Sailed Sept 20—Ger stmr Pentaur, for Hamburg.

LADYSMITH—Sailed Oct 9—Br stmr Wyefield, for San Francisco.

SAN BLAS—Sailed Oct 9—Stmr City of Peking, for San Francisco.

NEWCASTLE, NSW—Sailed Sept 1—Nor ship Nordstjernen, for Acapulco. Sept 2—Chil bktn Andromeda, for San Francisco. Sept 13—Br ship Belford, for San Francisco.

In port Sept 19—Fr bark Canrobert, for San Francisco; Ger bark Fuerst Bismarck, for Guaymas; Fr bark Marechal de Villiers, for San Francisco; Fr bark Max, for San Francisco.

Chartered to load—Schr Ariel, bktn Addenda, schr E B Jackson, ship Emily Reed, schr F M Slade, bktn Koko Head, bktn T P Emigh and schr Watson A West, for Honolulu; Fr bark Bossuet, Fr bark Canrobert, Fr bark Gael, ship Henry Failing, Fr bark Marechal de Villiers and bark St James, for San Francisco.

HOBART—Sailed Sept 9—Fr ship Jules Gommes, for Oregon.

BARBADOES—Arrived Oct 10—Br bark Shakespeare, from west coast.

FALMOUTH—Arrived Oct 10—Russ ship Dorethea, from Hainelin.

OCEAN STEAMERS.

NEW YORK—Arrived Oct 10—Stmr Menominee, from London.

LOSES AT CRAPS AND LAW.—A. C. Frederick dallied with fortune in a crap game at San Jose last July, and when he left the social and athletic club of which A. Warthen is manager the latter held two checks for $267 and $78 which he had cashed for the player. The checks were drawn by the Fresno Diamond Company on the Western National Bank. When Warthen presented them for payment they were protested. He promptly brought suit against Frederick and the diamond company, the result of which was a judgment in his favor yesterday by Judge Hubbard. Frederick's answer to the suit was that Warthen was engaged in gambling, contrary to law, and that he had won the money.

ASKS FOR BEQUEST.—Emma L. Merritt, daughter of the late Adolph Sutro, has petitioned for the distribution to her of the $10,000 bequeathed to her in her father's will and which was to be paid from the first moneys received by the estate.

The Salt of To-Day for Table

Is Leslie Sterilized. Ask your grocer. Shakes freely from shaker. A delightful salt.

NAME IS EASY TO COUNTERFEIT

Witnesses in Rigdon Case Say They Signed Abbreviations for a Purpose

ACT ON AGENT'S ADVICE

Defense Tries to Show That Railroads Themselves Depart From Printed Rules

A further hearing of the contempt proceedings against Ticket Broker T. A. Rigdon was had yesterday morning in Judge Murasky's department, and the Judge announced that he would decide to-morrow as to the admissibility of the Chicago affidavits as evidence tending to relieve Rigdon from responsibility in the transaction relating to the Smith ticket. Attorney Shortridge said that if the affiadvits were not admitted he would take depositions of the Chicago witnesses.

Three witnesses were put on the stand by Mr. Shortridge yesterday for the purpose of proving that the railroad companies depart from the printed restrictions on their tickets, and that their own agents advise purchasers to sell the unused portions of tickets to other persons. Attorney Foshay Walker objected to all of the questioning on this line.

John Webber testified that on August 27, at Chicago, he went to the Chicago and Northwesetrn office to buy tickets to San Francisco. He told the agent that he thought he would wait until the middle of September and take advantage of the cheap excursion rates. The agent, he says, urged him to buy the excursion tickets then and told him that he could sell the return portions here. In order that it might not be difficult to counterfeit his name, he was advised, he said, to sign "J. Webb," which he did. He also signed for his wife and son. Mr. Walker here admitted that it was the common practice for members of families to sign for others in a family for whom tickets were bought. Thereupon Mr. Shortridge declared that the Smith ticket was signed in Chicago by some one authorized by Smith's sister to sign his name.

Rudolph Holzhausen of St. Louis had a similar experience. He went to the Burlington office at St. Louis, intending to buy a one-way ticket to San Francisco. The agent induced him to buy a round-trip excursion ticket, telling him that it would be easy to dispose of the return portion here. Holzhausen signed the ticket "R. Holz." He decided to return to St. Louis and took the ticket to the Southern Pacific office at New Montgomery street to have it validated, but the agent refused to validate it, giving as his excuse that he believed Holzhausen was going to sell it to a broker.

The witness made several efforts, and finally the agent told him he would fix the ticket so that if he wanted to go to St. Louis the ticket would be handed to the conductor when he got on the train. "I declined to be sent that way," said Holzhausen. Mr. Shortridge accompanied him to the office on one occasion, and the agent again declined to validate the pasteboard.

L. F. Beyreiss, the validating official, was called and testified that he had refused to validate the ticket as stated, except under the condition that Holzhausen should first board the train and the ticket should be handed to the conductor.

INTERESTING BAZAAR OPENS AUSPICIOUSLY

Ladies of Bethlehem Congregational Church Preside Over Very Prettily Decorated Booths.

A bazaar was opened last night at Bethlehem Congregational Church, Vermont and Twenty-fourth streets, the object being to raise funds for paving streets in the vicinity of the church. The bazaar will continue until next Saturday evening.

There are seven handsomely decorated booths. The fancy booth is in charge of Mrs. William Jamison, Mrs. I. Leslie and Miss Alice Ayhens; flower booth, Mrs. Mary Burbank and Miss Eva Madden; home comfort booth, Mrs. W. R. Walker, Mrs. Neil Walters and Mrs. George Dawson; novelty booth, Misses Eva Davis, Nellie Farrell and Frances Leslie; candy booth, Miss Anna Gardner and Miss Leona Ayhens; coffee and ice cream booths, Misses Florence Stewart, Florence Anderson, Mrs. L. Seibert, Mrs. G. Anderson, Mrs. J. B. Wilson and Mrs. J. R. Fiddes.