DORIC ARRIVES FROM ORIENT

MAKES PORT WITH GREAT DIFFICULTY

The Occidental and Oriental Steamship Company's liner Doric, Captain Harry Smith, arrived yesterday afternoon from the Orient, ending her long voyage in safety but making port with great difficulty and without a pilot through the smother of a howling southeaster. Under ordinary circumstances the Doric would have been in port at sunrise and daylight found quarantine and customs officials all waiting for the liner.

"Doric, six miles," was reported by the Merchants' Exchange about 11:30 a. m. "Can see sixteen miles, no Doric in sight," was the report at 2 o'clock. A squall had shut the liner from view and when the weather cleared she was out of sight. Back she came, however, and shortly after 3 o'clock came the report: "Doric, three miles." This time she reached quarantine, was passed in record time and by 5 o'clock was tied up at her berth at the Pacific Mail wharf.

That the Doric got in at all yesterday is a tribute to the skill of Captain Smith. For three days the sun's face had been hidden and not a sight did the Doric's navigators get during that time. All of Thursday night the wind howled with vicious fury. Navigating by dead reckoning for a port like San Francisco with the jagged rocks of the Farallones as a trap in the mariner's path is ticklish work. Not daring to take his bearings from the islands Captain Smith headed for where he figured Point Reyes should be and that headland was the first land sighted. His course had been maintained as truly as if sun and stars had been the guides. The storm had driven the pilot boats into the harbor, but the Doric has been here so often that she knows the way in. Pilot "Jimmy" Miller boarded the liner off Meiggs wharf and made up for his late arrival by taking the Doric alongside the wharf in splendid style and gliding her into her berth as if she had been a tiny launch.

Although high out of the water the Doric brought a valuable cargo, which included 1635 bales of hemp, 819 rolls of matting, 1477 bales of raw silk, valued at more than $1,000,000, and 3804 chests of tea.

The liner brought ninety-one passengers, of whom fifty-one were Asiatics. At Honolulu she landed 241 Koreans and 231 Japanese.

Among the passengers was Lieutenant Commander J. C. Gillmore of the United States Navy. Gillmore is the officer, who, when attached to the Yorktown, was captured by Filipinos and held prisoner until rescued by Major Hoare. Gillmore and Surgeon L. L. von Wedekind, also a passenger on the Doric, have been attached to the Cincinnati. Assistant Paymaster T. H. Sanderson of the navy, who has been stationed at Guam, also returned on the liner.

T. Hodsumi and his wife arrived on the Doric. Hodsumi is a banker and comes here to take the management of the Yokohama Specie Bank. He was stationed for some years at New York but his last charge was the company's branch at Hongkong. Among the passengers were foreign army officers, missionaries, business men and globe trotters.

The passengers were:

Otto Aurbach, W. F. Barney, Captain E. Barnardiston (R. E.), Dr. D. G. Beebe, C. C. Buckland, Dr. D. Eastlake, R. W. Ferrari, Lieutenant Commander J. C. Gillmore (U. S. N.), Miss L. F. Gould, C. E. Gray, Dr. M. K. Gwyn (U. S. M. H. S.), T. Hodsumi, Mrs. T. Hodsumi, Surgeon Major E. V. Hugo (I. M. S.), Rev. W. F. Junkin, Mrs. W. F. Junkin, E. W. Joy, Mrs. E. W. Joy, A. Knox, P. B. Lawson, J. P. Lowrie, Mrs. J. P. Lowrie, H. R. Parkes, A. Putnam, Miss E. Putnam, Assistant Paymaster T. H. Sanderson (U. S. N.), D. Slimmon, Rev. M. L. Stimson, Mrs. M. L. Stimson, N. Tooker, Miss G. Tooker, Miss M. Tooker, Miss M. R. Tooker, Surgeon L. L. von Wedekind (U. S. N.), A. H. White, R. C. Woods, J. F. Wright, Captain Ritzmann (I. G. A.).

Finishes New Engine.

Frank Peters, who for some years has been Henry Peterson's chief engineer and who has put in his spare time building gasoline engines in an improvised machine shop at the rear of the boathouse, has just installed the latest result of his ingenuity in the big Peterson launch William D. The engine which the new one replaces weighed 5800 pounds, the new engine weighs 2600 pounds. The flywheel on the old engine weighed 1200 pounds, the new flywheel only 290 pounds. The old engine developed twenty-seven horsepower. The new engine, which had a trial during the height of yesterday's storm, develops fifty horsepower and runs like a watch. The new engine is a four cylinder, four cycle affair, is operated without a battery and is equipped with noiseless reversing gear, on which Peters expects to secure a patent.

Storm Sweeps the Harbor.

A stiff southeaster swept the waters of the harbor yesterday, making life on the bay disagreeable but causing no damage. There are few vessels in the anchorages exposed to the south wind or there might have been a different tale. Storms of less violence have made plenty of trouble in this harbor. The bar was breaking to such an extent that all the pilot-boats came in and few vessels passed in or out through the Golden Gate. As the wind in the harbor died down the blast on the coast increased in violence. The wind was blowing sixty miles an hour from the south off Point Reyes at 6 p. m. and fifty miles an hour off the Farallones. At Point Lobos, however, just a light southeast breeze fanned the instruments on the weather bureau.

Fifteen Hours on River Bar.

The little steamer Argo, which left Eel River yesterday for this port, had a narrow escape on Thursday from destruction on the river bar. A big sea was running and in crossing the bar the Argo struck, damaging her steering gear. For fifteen hours she was tossed and tumbled among the breakers while those on board wrought to repair the disabled steering gear. Repairs made and the vessel again under control she managed to get out of the troubled waters and back to Ferndale under her own steam and without sustaining any damage to her hull. She resumed her voyage at 2 o'clock yesterday afternoon.

Annie M. Campbell Not Wrecked.

The hydrographic office calls the attention of mariners to an error in the February edition of the Pacific Pilot Chart, which shows a derelict to the northward of the Columbia River and gives the name as Annie M. Campbell. It was the Annie M. Campbell's captain that reported the derelict, the identity of which has not been established.

Rate on Robert Rickmers Advanced.

The rate of reinsurance on the Robert Rickmers was advanced yesterday to 40 per cent. The Stork is still quoted at 75 per cent.

NEWS OF THE OCEAN.

Matters of Interest to Mariners and Shipping Merchants.

The British steamer Tottenham, which made port on Thursday, is chartered for merchandise from here to the Orient.

Exports by the Pacific Liner.

The Oceanic Steamship Company's Sierra sailed on Thursday for Sydney via Honolulu, Pago Pago and Auckland with a general merchandise cargo, valued at $220,405, to be distributed as follows: For Honolulu, $86,134; Samoan Islands, $6930; New Zealand, $47,122; Australia, $79,053; Fiji Islands, $154; Friendly Islands, $104; New Caledonia, $58; South Africa, $850. The steamer also carried some provisions and produce for Midway Island, which are not included in the foregoing values. The leading exports were as follows:

To Honolulu—601 bbls flour, 202 ctls barley, 9736 lbs middlings, 1201 pkgs fresh fruits, 52 pkgs fresh vegetables, 661 pkgs potatoes, 60 pkgs onions, 10,695 lbs butter, 1258 lbs 10 cs cheese, 77 cs eggs, 783 cs canned goods, 23 pkgs groceries and provisions, 2093 lbs ham and bacon, 10 pkgs fresh oysters, 134 pkgs table preparations, 7000 lbs codfish, 1523 lbs fresh meat, 450 lbs raisins, 895 lbs dried fruit, 4110 lbs candy, 1304 lbs nuts, 36,000 lbs sugar, 1950 lbs lard, 652 lbs glucose, 475 lbs chocolate, 65,000 lbs rice, 645 lbs dressed poultry, 400 lbs tea, 625 lbs fresh fish, 567 lbs beans, 82 bxs paste, 7 cs olives, 1990 lbs dried fish, 1916 gals 37 cs wine, 447 gals spirits, 10 cs champagne, 50 cs whisky, 12 cs liquors, 25 cs mineral water, 2 pkgs syrup, 200 cs gin, 26 gals brandy, 200 pkgs dry goods, 81 cs boots and shoes, 16,538 lbs tobacco, 26 cases cigars and cigarettes, 10 cs arms and ammunition, 8 cs hats, 7 bales leather, 17 cs rubber goods, 125 pcs 8 bdls pipe, 68 bars iron, 72 pkgs drugs and sundries, 64 cs paints, 3 kegs nails, 34 bales duck, 1600 lbs tin plate, 3 reels cable, 42 cs electrical supplies, 12 pkgs machinery, 157 boxes soap, 199 pkgs paper, 6264 lbs soda, 25 pkgs oil, 12 cs sewing machines, 17 cs metal polish, 74 bars 1 bdl steel, 7 coils rope, 2 bales twine, 33 pkgs candles.

To Samoan Islands—22 bbls flour, 245 cs 9 pkgs salmon, 92 cs assorted canned goods, 2786 lbs bread, 892 lbs coffee, 12 pkgs table preparations, 2400 lbs rice, 14 pkgs fresh fruits, 12 crts potatoes and onions, 292 lbs meals, 3800 ft lumber, 23 pkgs windmill, 20 pkgs tank material, 90 pkgs government stores, 6 doors, 2 bales duck, 2 bales twine, 6 cs dry goods, 17 cs boots and shoes, 19 pkgs paints and oils.

To New Zealand—38,285 lbs dried fruit, 51,872 lbs raisins, 1149 cs canned fruit, 166 cs assorted canned goods, 3807 lbs coffee, 3600 lbs codfish, 10 cs beer, 34 cs table preparations, 3 bbls 10 kits salmon, 5 pkgs turkeys, 30 cs wine, 2736 ft lumber, 3567 lbs lead pipe, 14,470 lbs sheet lead, 151 rolls newspaper, 265 kegs white lead, 12 cs paints, 7 bbls 1 cs lubricating oil, 4 bales overalls, 23 cs plows and parts, 1164 lbs starch, 218 pkgs metal polish, 27 pkgs machinery, 10 kegs acid, 60 pkgs roofing material, 2240 lbs bluestone, 63 bales broom corn, 7 pkgs sewing machines, 50 pkgs bicycles and parts, 13 cs corsets, 153 pkgs drugs, 43 cs boots and shoes, 5 horses.

To Australia—3801 pkgs fresh fruits, 4079 cs canned salmon, 110 bbls 473 half bbls pickled salmon, 132 cs assorted canned goods, 27,500 lbs codfish, 15,830 lbs dried fruit, 1250 lbs raisins, 30 kits salt fish, 650 lbs dried fish, 380 cs rolled oats, 15 cs liquors, 5 cs syrup, 20 cs preserved cherries, 20,661 lbs coffee, 5 cs whisky, 181 pkgs drugs, 46 cs boots and shoes, 26 pkgs machinery, 25 crts sewing machines, 10 bxs soap, 61 cs plows and parts, 259 cs paints, 9 bales overalls, 14 cs arms and ammunition, 10 bbls lubricating oil, 25 bbls 2 cs printing ink, 400 bdls shingles, 12 pkgs rubber hose, 420 pkgs metal polish, 334 pkgs roofing material, 9 cs nails, 33 pkgs bicycles and sundries, 2 cs hats, 28,000 lbs bluestone, 15 cs rubber goods.

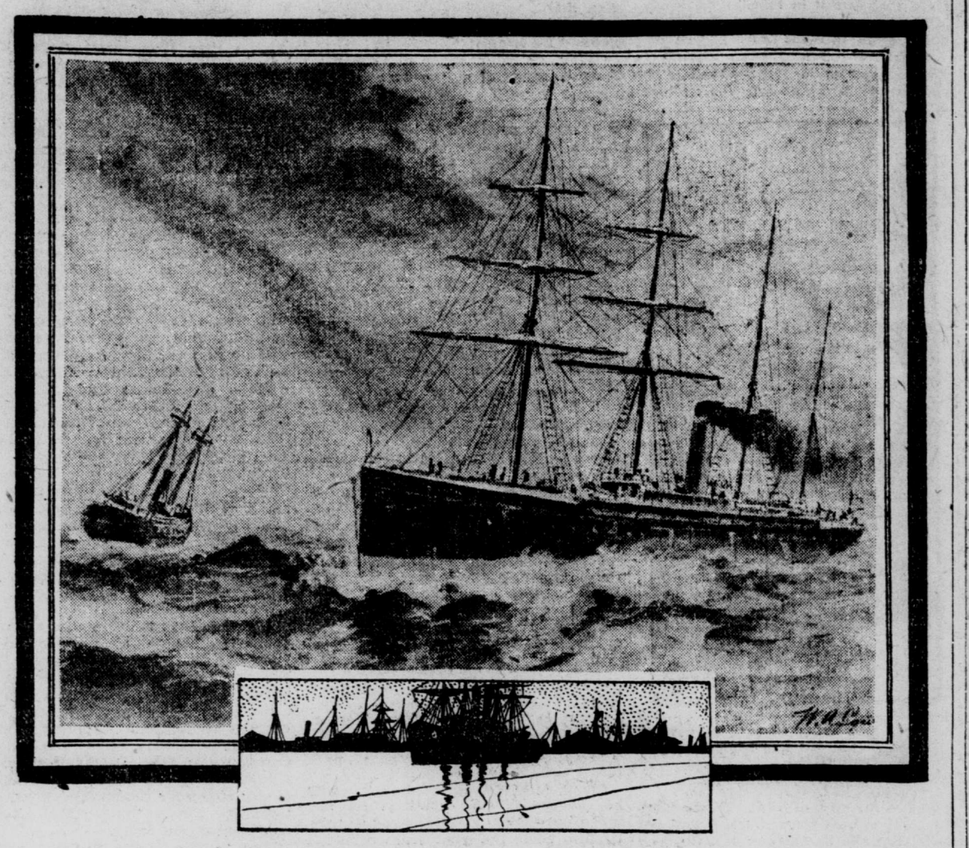
To Fiji Islands—22 cs canned goods, 1 cs dry goods.

To Friendly Islands—27 cs canned salmon, 4 cs assorted canned goods.

To New Caledonia—12 cs canned goods, 2 cs dried fruit, 200 lbs codfish.

To South Africa—4 bales overalls, 1 bale dry goods.

The cargo for Midway Island consisted of 305 pkgs fresh fruits, 45 pkgs potatoes, 34 pkgs fresh vegetables, 126 cs canned goods and 100 cs whisky.



OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY'S LINER DORIC WHICH ARRIVED YESTERDAY FROM THE ORIENT AND HAD A HARD TIME MAKING PORT ON ACCOUNT OF A STORM OUTSIDE. THE WIND ACQUIRED A VELOCITY OF FULLY SIXTY MILES AN HOUR.

SHIPPING INTELLIGENCE.

ARRIVED.

Friday, January 13.

Br stmr Wellington, Cutler, 82 hours from Ladysmith.

Stmr Northland, Jamieson, 33 hours from San Pedro.

Stmr Celia, Hagen, 50 hours from San Pedro.

Br stmr Doric, Smith, 27 days from Hongkong, via Yokohama 16 days, via Honolulu 6 days and 10 hours.

Schr Monterey, Nelson, 32 hours from Alcatraz Landing, in tow of tug Dauntless; up river direct.

Schr Bessie K. Stark, 17 hours from San Vicente Landing.

Schr Newark, Johnson, 14 hours from Byxbyi Landing.

Tug Dauntless, Shea, 32 hours from Alcatraz Landing, with schr Monterey in tow; up river direct.

CLEARED.

Friday, January 13.

Stmr Coos Bay, Nicolson, San Pedro and way ports; Pacific Coast Steamship Company.

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

SAILED.

Friday, January 13.

Stmr Eureka, Jesen, Eureka.
Stmr Arcata, Macgenn, Coos Bay.
Stmr Pomo, Reinertson, Point Arena.
Stmr Gipsy, Leland, Monterey.
Stmr Cascade, Johnson, Eureka.
Schr Onward, Anderson, Coquille River.
Schr Esther Buhne, Olsen, Eureka.

TELEGRAPHIC.

POINT LOBOS, Jan 13, 10 p m—Weather cloudy; wind SE; velocity 16 miles per hour.

DOMESTIC PORTS.

PORT ANGELES—Sailed Jan 12—Brig W G Irwin, for San Francisco.

COOS BAY—Sailed Jan 13—Stmr Empire, for San Francisco.

Arrived Jan 13—Stmr Alliance, from Eureka.

Sailed Jan 13—Stmr Alliance, for Portland.

PORT HARFORD—Sailed Jan 13—Stmr Whittier, with barge Santa Paula, in tow for San Francisco; stmr Noyo, for San Francisco.

PORT BLAKELEY—Sailed Jan 13—Br bark Invermark, for Fremantle.

SEATTLE—Sailed Jan 13—Stmr Portland, for Valdez; stmr Queen, for San Francisco.

Arrived Jan 13—Stmr City of Puebla, hence Jan 10.

REDONDO—Arrived Jan 13—Stmr Jas S Higgins, from San Pedro; stmr Geo Loomis, hence Jan 11.

SANTA BARBARA—Arrived Jan 13—Stmr State of California, hence Jan 12, and sailed for San Diego.

ASTORIA—Arrived Jan 13—Stmr Redondo, hence Jan 9, via Eureka.

Sailed Jan 12—Stmr Geo W Elder, for San Francisco.

POINT ARENA—Arrived Jan 13—Stmr Pomo, hence Jan 12.

PORT GAMBLE—Arrived Jan 13—Br bark Invermark, from Port Blakeley.

TACOMA—Sailed Jan 13—Fr bark David d'Angers, for Queenstown.

SAN PEDRO—Arrived Jan 13—Stmr Santa Cruz, hence Jan 10.

Sailed Jan 13—Stmr Francis H. Leggett, for San Francisco; stmr Santa Cruz, for San Francisco; schr Alert, for Bellingham; stmr San Gabriel, for Umpqua River.

GRAYS HARBOR—Arrived Jan 13—Stmr Coronado, hence Jan 9.

Sailed Jan 13—Schr Halcyon, for San Francisco.

SAN DIEGO—Arrived Jan 13—Stmr Helen P Drew, from Point Arena.

ISLAND PORTS.

HONOLULU—Arrived Jan 12—Br stmr Miowera, from Sydney, for Vancouver.

Sailed Jan 13—Br stmr Miowera, for Vancouver; bktn Koko Head, for ——.

FOREIGN PORTS.

CALLAO—Arrived Dec 11—Ger stmr Niseria, hence Oct 20 for Hamburg.

COLON—Arrived Jan 11—Stmr Alliance, from New York.

Sailed Jan 11—Stmr Seguranca, for New York.

HONGKONG—Arrived Jan 12—Br stmr Tartar, from Vancouver.

Sailed Jan 11—Br stmr Empress of China, for Vancouver, B C.

JUNIN—Arrived Dec 2—Br stmr Anglo African, from Pisagua.

YOKOHAMA—Arrived Jan 11—Br stmr Yang Tsze, from Tacoma.

VICTORIA—Arrived Jan 13—Stmr City of Puebla, hence Jan 10.

MAZATLAN—Sailed Jan 12—Ger stmr Assuan, for San Francisco. Jan 8—Bktn Makaweli, for Port Townsend.

OCEAN STEAMERS.

NEW YORK—Arrived Jan 13—Stmr Breslau, from Bremen; stmr Island, from Copenhagen.

Sailed Jan 13—Stmr Europe, for Antwerp.

LONDON—Arrived Jan 12—Stmr Cambrian, from Boston.

HAVRE—Arrived Jan 13—Stmr La Champagne, from New York.

MOVILLE—Sailed Jan 13—Stmr Sicilian, from Liverpool, for Halifax and St John, N B.

LIVERPOOL—Sailed Jan 13—Stmr Victorian, for New York.

PONTA DEL GADA—Arrived Jan 13—Stmr Canopic, from Boston, for Naples, Genoa, etc.

Sailed Jan 13—Stmr Romanic, from Genoa, Palermo and Naples, for Boston.

Memoranda.

FERNDALE, Jan 13—Stmr Argo, bound from Eel River for San Francisco, Jan 12 struck on the bar and remained for fifteen hours; got off under own steam and will sail for San Francisco at 2 p m to-day; vessel uninjured.

TOKIO, Jan 13—Br stmr Roseley, from Barry, for Shanghai, with coal for Vladivostok, was captured by Japanese on Jan 11 in Japan Sea.

Movements of Steamers.

TO ARRIVE.

Steamer.	From.	Due.
Chas. Nelson.	Humboldt	Jan. 14
Elizabeth	Coquille River	Jan. 14
San Pedro	Humboldt	Jan. 14
S. Barbara	San Pedro	Jan. 14
W. H. Kruger	Grays Harbor	Jan. 14
Marina	Coos Bay	Jan. 14
Argo	Eel River Ports	Jan. 14
G. W. Elder	Portland & Astoria	Jan. 14
S. Monica	San Pedro	Jan. 14
Empire	Coos Bay	Jan. 14
Vanguard	Humboldt	Jan. 15
Santa Cruz	San Pedro & Way Pts.	Jan. 15
Pomona	Humboldt	Jan. 15
Arctic	Humboldt	Jan. 15
F. Leggett	San Pedro	Jan. 15
Eureka	Humboldt	Jan. 16
Queen	Puget Sound Ports	Jan. 16
State of Cal	San Diego & Way Pts.	Jan. 16
Arizonan	New York via S. Diego	Jan. 17
Pomo	Point Arena & Albion	Jan. 17
Jeanie	Seattle & Tacoma	Jan. 17
Alameda	Honolulu	Jan. 17
Neko	Seattle	Jan. 17
Del Norte	Crescent City	Jan. 18
Assuan	Hamburg & Way Ports	Jan. 18
Aurelia	Portland & Astoria	Jan. 18
Corona	Humboldt	Jan. 18
Breakwater	Coos Bay	Jan. 18
Norwood	Seattle	Jan. 19
Centralia	San Pedro	Jan. 19
Peru	New York via Ancon	Jan. 19
Coos Bay	San Pedro & Way Pts.	Jan. 19
Columbia	Portland & Astoria	Jan. 19
Enterprise	Hilo	Jan. 19
Arcata	Coos Bay & Pt. Orford	Jan. 19
Santa Rosa	San Diego & Way Pts.	Jan. 19
Point Arena	Mendocino & Pt. Arena	Jan. 19
Homer	Grays Harbor	Jan. 21
City Puebla	Puget Sound Ports	Jan. 21
Manchuria	China & Japan	Jan. 21
Sequoia	Willapa Harbor	Jan. 22
Sonoma	Sydney & Way Ports	Jan. 23
Centennial	Seattle & Tacoma	Jan. 24

TO SAIL.

Steamer.	Destination.	Sails.	Pier.
	January 14.		
G. Dollar	Seattle direct	4 pm	Pier 20
Northland	Astoria & Portland	12 m	Pier 27
San Pedro	Los Angeles Ports	2 pm	Pier 2
W. Kruger	Los Angeles Ports	11 am	Pier 2
Point Arena	Point Arena	4 pm	Pier 2
Coos Bay	San Pedro & Way	9 am	Pier 11
Acapulco	N. Y. via Ancon	12 m	Pier 40
F. Kilburn	Portland & Way	2 pm	Pier 27
Corona	Humboldt	1:30 p	Pier 9
S. Barbara	Grays Harbor	4 pm	Pier 2
	January 15.		
Umatilla	Puget Sound Ports	11 am	Pier 9
S. Rosa	San Diego & Way	9 am	Pier 11
F. Leggett	Astoria & Portland	10 am	Pier 2
	January 16.		
Elizabeth	Coquille River	5 pm	Pier 20
Rainier	Seattle & Bilnghm	4 pm	Pier 10
	January 17.		
S. Monica	Grays Harbor	4 pm	Pier 2
Czarina	Coos Bay direct	5 pm	Pier 8
Pomona	Humboldt direct	1:30 p	Pier 9
G. W. Elder	Astoria & Portland	11 am	Pier 24
C. Nelson	Humboldt	9 am	Pier 20
	January 18.		
Vanguard	Humboldt	12 m	Pier 27
S. Bay	Los Angeles Ports	12 m	Pier 27
Eureka	Humboldt	9 am	Pier 13
Arctic	Humboldt	9 am	Pier 2
S. Cruz	San Pedro & Way	9 am	Pier 11
	January 19.		
Centralia	Grays Harbor	4 pm	Pier 10
Norwood	Los Angeles Ports	3 pm	Pier 2
State of Cal	San Diego & Way	9 am	Pier 11
Pomo	Pt. Arena & Albion	6 pm	Pier 2
	January 20.		
Arcata	Coos B. & Pt. Orfd	10 am	Pier 13
Queen	Puget Sound Ports	11 am	Pier 9
Jeanie	Seattle & Tacoma	5 pm	Pier 20
Breakwater	Coos Bay direct	5 pm	Pier 8
	January 21.		
City Panam	N. Y. via Ancon	1 pm	Pier 40
Neko	Hamburg & Way	12 m	Pier 19
Aurelia	Astoria & Portland	4 pm	Pier 27
Alameda	Honolulu	11 am	Pier 7
	January 23.		
Columbia	Astoria & Portland	11 am	Pier 24
	January 24.		
Homer	Grays Harbor	12 m	Pier 2

FROM SEATTLE.

Steamer.	Destination.	Sails.
Excelsior	Valdez & Way Ports	Jan. 16
Cottage City	Skagway & Way Ports	Jan. 17
Santa Clara	Valdez & Seward	Jan. 24
Jefferson	Skagway & Way Ports	Jan. 25

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 autnority 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, JANUARY 14.

Sun rises 7:24
Sun sets 5:15
Moon sets .....0:47 a. m.

Day.	Time (H W)	Ft.	Time (L W)	Ft.	Time (H W)	Ft.	Time (L W)	Ft.
15	6:28	5.2	1:22	1.2	8:14	3.6	.....	.....
	(L W)		(H W)		(L W)		(H W)	
16	0:45	2.6	7:07	5.3	2:10	0.7	9:19	3.8
17	1:40	2.8	7:48	5.5	2:55	0.1	10:09	4.1
18	2:32	2.9	8:31	5.7	3.40	—0.4	10:55	4.4
19	3:21	2.8	9:15	5.8	4:20	—0.7	11:36	4.6
20	4:09	2.8	10:00	5.9	5:04	—0.9	.....	.....

NOTE—In the above exposition of the tides the early morning tides are given in the left hand column and the successive tides of the day in the order of occurrence as to time; the fourth time column gives the last tide of the day, except when there are but three tides, as sometimes occurs. The heights given are in addition to the soundings of the United States Coast Survey Charts, except when a minus (—) sign precedes the height, and then the number given is subtracted from the depth given by the charts. The plane of reference is the mean of the lower low waters.

Time Ball.

Branch Hydrographic Office, U. S. N., Merchants' Exchange, San Francisco, Cal., January 13, 1905.

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.

Johnny Smart, Who Does Stunts.

He is willing to experience any and all chances to please Miss Jolly. In next Sunday's Comic Section.

FORM MOTORCYCLE COMPANY.—Oakland, Jan. 13.—Articles of incorporation of the Duck and Motorcycle Company were filed with the County Clerk to-day. The directors are A. W. Duck, M. A. Duck, E. M. Rackliffe, M. H. Weed and Ben F. Woolner. The capital stock of the corporation is $25,000, of which the entire amount has been subscribed.

Weather Report.

(120th Meridian—Pacific Time.)

SAN FRANCISCO, Jan. 13—5 p. m.

The following maximum and minimum temperatures are reported for previous day:

Cincinnati	40-26	Philadelphia	44-36
Boston	30-28	Washington	42-34
Jacksonville	74-58	New York	42-30
St. Louis	22-08	Pittsburg	60-26
Chicago	26-14	Honolulu, H. I.	76-60
New Orleans	70-50		

SAN FRANCISCO 56-42

The following are the seasonal rainfalls to date as compared with those of the same date last season and the rainfall in the last twenty-four hours:

Stations.	Last 24 Hours.	This Season.	Last Season.
Eureka	0.10	17.47	19.73
Red Bluff	0.88	15.86	12.83
Sacramento	0.19	9.85	4.76
San Francisco	0.18	10.74	6.22
Fresno	Trace	6.21	0.92
Independence	0.00	0.67	0.42
San Luis Obispo	0.00	6.73	0.82
Los Angeles	0.00	4.50	0.43
San Diego	0.00	3.93	0.42

THE COAST RECORD.

STATIONS.	Barometer.	Maximum Temperature	Minimum Temperature	Direction of Wind	State of Weather	Precipitation
Baker	30.36	24	16	SE	Snow	.00
Carson	30.18	18	24	SE	Cloudy	.00
Eureka	29.86	56	42	SE	Rain	.00
Fresno	30.22	62	36	SE	Cloudy	.00
S. E. Farallon	30.06	56	48	S	Rain	.21
Flagstaff	30.38	24	2	E	Clear	.00
Pocatello	30.52	24	8	NW	Cloudy	.00
Independence	30.32	42	22	SE	Cloudy	.00
Los Angeles	30.24	58	50	SW	Cloudy	.00
Mt Tamalpais	30.08	54	46	SE	Rain	.62
North Head	29.82	36	30	E	Rain	.00
Phoenix	.....	..	44	....	....	...
Point Reyes	30.00	53	47	S	Rain	.19
Portland	30.04	30	28	E	Sleet	.06
Red Bluff	30.18	48	42	S	Rain	.25
Roseburg	29.86	52	42	S	Cloudy	.00
Sacramento	30.16	54	46	SE	Rain	.01
Salt Lake	30.46	28	14	N	Clear	.00
San Francisco	30.14	56	42	SE	Cloudy	.06
S. L. Obispo	30.22	60	42	S	Cloudy	.00
San Diego	30.18	58	50	NW	Clear	.00
Seattle	30.06	36	20	N	Snow	.32
Spokane	30.58	22	12	NE	Cloudy	T.
Tatoosh	30.00	34	34	NE	Cloudy	.00
Walla Walla	30.34	22	14	W	Snow	.00
Winnemucca	30.28	36	22	NE	Cloudy	.00
Yuma	30.22	64	42	N	Clear	.00

WEATHER CONDITIONS AND GENERAL FORECAST.

A storm of some severity is central off the Oregon coast. High southerly winds and rain have occurred in California north of the Tehachapi. Snow is falling in Washington, Oregon, Idaho and in the mountains of California.

The following high winds are reported: Point Reyes, 64 south; S. E. Farallon, 52 south; Eureka, 36 southeast; North Head, 42 east.

Southeast storm warnings continue along the coast.

Forecast made at San Francisco for thirty hours, ending midnight, January 14:

California, north of Tehachapi—Rain Saturday; high south winds.

California, south of Tehachapi—Cloudy Saturday, probably rain; fresh south wind.

Nevada—Cloudy Saturday; snow in mountains.

San Francisco and vicinity—Rain Saturday; high southeast winds.

Los Angeles and vicinity—Probably rain Saturday; fresh south wind.

Sacramento—Rain Saturday; high south winds.

Fresno—Rain Saturday; high south winds.

A. G. McADIE, District Forecaster.

STRIKES A ROCK AND GOES DOWN

Steamship Columbia Meets With Disaster on Fishing Trip Off Vancouver Island

CREW TAKE TO DORIES

Officers and Sailors Reach Shore and Are Later Picked Up by a Passing Vessel

Special Dispatch to The Call.

VANCOUVER, B. C., Jan. 13.—The steamship Columbia, engaged in halibut fishing on the northern coast, struck a rock and sank in half an hour last Monday night off the northern end of Vancouver Island. News of the wreck was brought to Vancouver tonight by the steamship New England, which also brought the crew of the vessel.

Thirty-six men were aboard the Columbia when she struck an uncharted rock. She was going at full speed at the time, though the night was dark and foggy. She tore a big hole in her bow and began to fill so rapidly that her crew at once took to the dories and from a safe distance watched the steamship fill and go down. She sank in half an hour in deep water. The men had water and provisions and were able to reach shore before morning. There they remained until yesterday morning, when they were picked up by the New England, which was passing down the coast.

The Columbia was 128 feet long and was valued at $50,000.

PUBLIC ACCOUNTANT FINDS CLUNIE RECORDS CORRECT

Report of A. G. Platt's Examination of Accounts Filed in Court by Two Executors.

Following the objections of Andrew J. Clunie to the accounting of E. A. Bridgford and Burrell G. White of their administration of the estate of Thomas J. Clunie, in which it was charged that the two executors had misapplied the funds of the estate, the services of a public accountant were secured to go over the accounts. His affidavit and report were filed yesterday and will become an exhibit in defense of the executors in the hearing now pending.

Alfred G. Platt, the accountant, reports that he examined the inventory and the accounts of Bridgford and White on January 5; the date upon which Clunie's objections were filed, and finds, first, that the accounts show the receipt of various property, real and personal, together with the income thereof, and also the disbursements made in the administration of the estate; second, that there are vouchers or duly indorsed checks for each and every item of disbursement, all such items relating to the property of the estate; third, the various books show balances on hand on January 5 to the credit of the estate, which balances, added to the disbursements shown by the vouchers, equal the gross receipts from all sources belonging to the estate.

REGULATE GRAIN STORAGE AT THE SEAWALL SHEDS

Secretary Foy of Harbor Commissioners Presents Report Making Recommendations for Wharfage.

At the regular meeting of the State Board of Harbor Commissioners yesterday afternoon the American-Hawaiian Steamship Company petitioned the board to have Pier No. 25 widened thirty feet to accommodate their business that has increased largely during the last twelve months. The company is operating the steamships Nebraskan and Nevadan and is going to engage still more actively with these vessels in trade between this port and Puget Sound. The petition was ordered filed and will be taken under consideration later by the board.

Secretary Foy, who had been instructed to draw up certain recommendations regarding flour, grain and millstuffs stored in the grain sheds of the seawall, submitted his report. Mr. Foy recommends that a charge of 5 cents per ton be imposed on shipments, but asks that three days of free storage be allowed from the date when the vessel finishes discharging. For an additional 5 cents wharfage it is proposed to allow fifteen days' storage in the back part of the sheds. The proposals bring the handling of grain shipments at the seawall down to a system and the board will probably adopt the recommendations at a near date.

SCHLESINGER CONTENDS MOLD IS NOT COMPLETE

Preliminary Hearing of Charge Against John and Kate Russell Develops a Novel Law Point.

Bert Schlesinger, counsel for John Russell and Kate Russell, charged with being in possession of a five-dollar mold, raised the point before United States Commissioner Heacock yesterday that as the plaster of paris did not bear the impression of the reverse side of the coin it was not a counterfeiting mold. He argued further that the product of the mold would be a coin, blank on one side and not perfect on the other, and that such a coin would not deceive any person exercising ordinary caution. He asked that the charge against Mrs. Russell should be dismissed, as there was no evidence to show that she knew anything at all about the mold. Mrs. Russell was then placed on the stand and swore that about a year ago she requested her husband to make her a pair of sleeve buttons, gilded in imitation of five-dollar gold pieces. She admitted that she had seen him working with plaster of paris and metal, but denied that she knew that it was a mold. The hearing went over until next Thursday.

HEINZE'S COMPANY SUED BY BUTTE AND BOSTON

Further Litigation Between Mining Concerns in the State of Montana.

BUTTE, Mont., Jan. 13.—Two complaints against the Montana Ore Purchasing Company and associated interests have been filed in the Federal Court here by the Butte and Boston Mining Company for claims aggregating $1,740,000. The complainants claim a four-fifths interest in ore extracted from the Michael Davitt mine by the Ore Purchasing Company.

These suits are in addition to a number of others filed from time to time which aggregate millions of dollars and is a continuation of the fight between Heinze and the Butte and Boston Company for valuable copper mining property in the vicinity of this city.

Features

OF

NEXT SUNDAY'S CALL

The Call's Free Music Lessons.
(Lesson No. 9.) Grove's Music Simplifier.

The Brethren (a Romance of the Crusades). Third Installment.
By H. Rider Haggard.

The Invention That Changed the Will
By W. E. Whitmore.

$50.00 Prize Story Announcement.

Jottings of Old Lim Jucklin.
By Opie Read.

Fables for the Foolish (Delays Are Dangerous).
By Nicholas Nemo.

In Praise of Hardship.

On and Off the Bread Wagon.
By Charles Dryden.

Molehills and Mountains.
By Kate Thyson Marr.

Chimmie Fadden.
By Edward W. Townsend.

The Man Who Found Himself.
By Ellsworth Kelley.

She Would—She Could—She Did.
By The Parson.

What Women Want to Know.
By Madge Moore.

The Value of Physical Training for Women.
By Edna Wallace Hopper.

His Little Mascot.
By Belle Maniates.

Love of Louis.
By Martha McCulloch Williams.

Reviews of Recent Books.
By Robert W. Ritchie.

Name Puzzle Page.

Comic Section.

Bank Re-elects Its Officers.

The stockholders of the Italian-American Bank have re-elected Andrea Sbarboro as president; H. J. Crocker, vice president; A. E. Sbarboro, cashier; R. A. Sbarboro, assistant cashier; D. Friedenrich, attorney, and A. Sbarboro, H. J. Crocker, P. C. Rossi, M. J. Fontana, Dr. P. de Vecchi, A. J. Merle, G. Garibaldi and L. Boitano directors. Cashier Sbarboro presented a statement showing that the assets of the bank are $2,849,212 99, as against $2,237,249 94 on December 31, 1903. The deposits amount to $1,997,305.

ADVERTISEMENTS.

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