ALL ENCOUNTER HEAVY STORMS

Three Deep Sea Ships, Two From Old World and One From Australia, Enter Port

ZEALANDIA ARRIVES

Steamship Leaves Big Shipment of Gold at Seattle, but Brings Valuable Furs

The British ship Loudon Hill, the French bark Touraine and the German ship Oregon arrived yesterday from as many foreign ports and each brought a tale of heavy weather encountered on the high seas. They all sustained more or less of damage.

The Loudon Hill, which was laid up at Martinez for two years before she left here for Australia, from where she has just returned, encountered a hurricane while trying to beat off the New Zealand coast. This was on April 14 in Cooks' Straits. The hurricane continued five days. The ship was repeatedly thrown on her beam ends and most of the time the decks were filled with water to the rails. The salt water found its way into cabin and forecastle and life on board was made miserable for all hands. A whole suit of sails was blown into ribbons.

It was the first sea shipped that did most damage to the crew. All hands were on deck, standing by to take in sail. With a roar like thunder the water poured over the rail and every man on the main deck was swept along until they were dashed against something solid. Boatswain Daley was carried over the rail, but managed to hang on to a brace and drag himself back when the waters had receded. Seven men were more or less seriously hurt by that big sea. Some of them were able to work the next day. Others were in their bunks for two weeks and several still feel the effects of the awful bruising they sustained during that wild roll on deck with the runaway wave. Captain Boyd of the Loudon Hill is accompanied by his wife and there is not a sailor on board who speaks of the heavy weather more as a matter of course than does Mrs. Boyd. After the hurricane the Loudon Hill encountered head winds nearly all the way across the Pacific.

The French bark Touraine, 168 days from Cardiff, lost several spars in heavy weather and on one occasion during the voyage, had her steering gear knocked out of commission.

The German ship Oregon left Antwerp for this port November 12, 1904. Head winds and gales were responsible for slow progress and April 22 she was obliged to put into Valparaiso for provisions and water. She resumed her voyage April 24 and the rest of the trip was uneventful.

Steamship Zealandia Arrives.

The Oceanic Steamship Company's liner Zealandia, at present under charter to the Barneson-Hibberd Company, arrived yesterday from Nome by way of Seattle. The Zealandia has one of her forward plates stove in, as the result of contact with a baby iceberg, but the hole in the bow caused no inconvenience as the forward water-tight bulkhead prevented the water from getting very far inside the liner's skin.

The Zealandia brought out of Nome the largest shipment of gold that has left there this season. It amounted to $1,322,000, and $1,250,000 of it was the property of one man, Nels Peterson, who had landed at Nome at the beginning of the season with only a few dollars. All the gold and most of the passengers landed at Seattle, but the Zealandia brought to this port a valuable shipment of furs, belonging to F. Joaquin, one of the passengers. In this shipment are 65 land otter skins, 850 marten skins, 102 lynx skins, 15 bear and 10 cross fox skins. Joaquin has been several years collecting the skins, which he is going to take to New York.

The passengers who came here on the Zealandia were Mrs. A. M. Schrauz, J. A. Williams, R. B. Currie, Mrs. F. Brown, J. Wolf, F. Joaquin, Miss J. M. Todman, Mrs. M. McDermott and child, B. O. Lee and C. Zellerlund.

Harbor Commissioners Meet.

The Board of Harbor Commissioners yesterday received a communication from R. P. Schwerin, manager of the Pacific Mail Company, in which the steamship company asks that the board designate some dock where the company can continue to handle its business. Owing to the construction of the new piers the company is deprived of the use of half the space at the foot of Second street. The subject was referred to President Spear.

Complaint was made to the Commissioners that numerous yachts anchor directly in front of the boom line of the Dundon Bridge Company in Central Basin.

B. W. Morgan, manager of the Direct Line Telephone Company applied to the Board of Harbor Commissioners for permission to install for the Pacific Coast Steamship Company on Broadway wharf a private telephone system for the company's exclusive use between the office and the wharf. The request was granted.

Rock Barge Capsized.

The barge C. C. R. Co. No. 4, in tow of the tug Tiger, was run into at 12:30 o'clock yesterday morning by an unknown steamer. The Tiger towed the barge as far as Berry street, where the latter craft turned turtle. It was loaded with rock and hoisting machinery valued at $10,000. It is supposed that it was either the Robert Dollar or the Harold Dollar which ran into the barge. They both started for sea about the time of the collision.

Dauntless Returns From Long Tow.

The Spreckels tug Dauntless, Captain Shea, returned yesterday from Saginaw Bay, after completing another of the long ocean tows for which she has become famous. She took to Saginaw Bay from this port the ship Agenor, which will load salmon at the Alaska port for Japan. The Dauntless was four days and sixteen hours making the run home, and the round trip was made in splendid time.

The Overdue List.

The German bark Concordia was placed on the overdue list yesterday at 8 per cent. She is out 134 days from Liverpool for Melbourne. The other overdues are quoted as follows: Honolulu, 50 per cent; Chipperkyle, 70 per cent, and Jone II, 15 per cent.

Water Front Notes.

The army transport Sherman, Captain Bruguiere, is expected to arrive here next Wednesday.

The Occidental and Oriental Steamship Company's liner Coptic arrived yesterday at Honolulu, homeward bound.

The steamer Norwood, which left San Pedro yesterday, will call at Port Harford for the steamer Celia, which is at the latter port, leaking. The Norwood will bring the Celia here for repairs.

NEWS OF THE OCEAN.

Matters of Interest to Mariners and Shipping Merchants.

The British bark Sardhana (on Puget Sound) was chartered prior to arrival for lumber thence to Melbourne or Adelaide at 37s 6d.

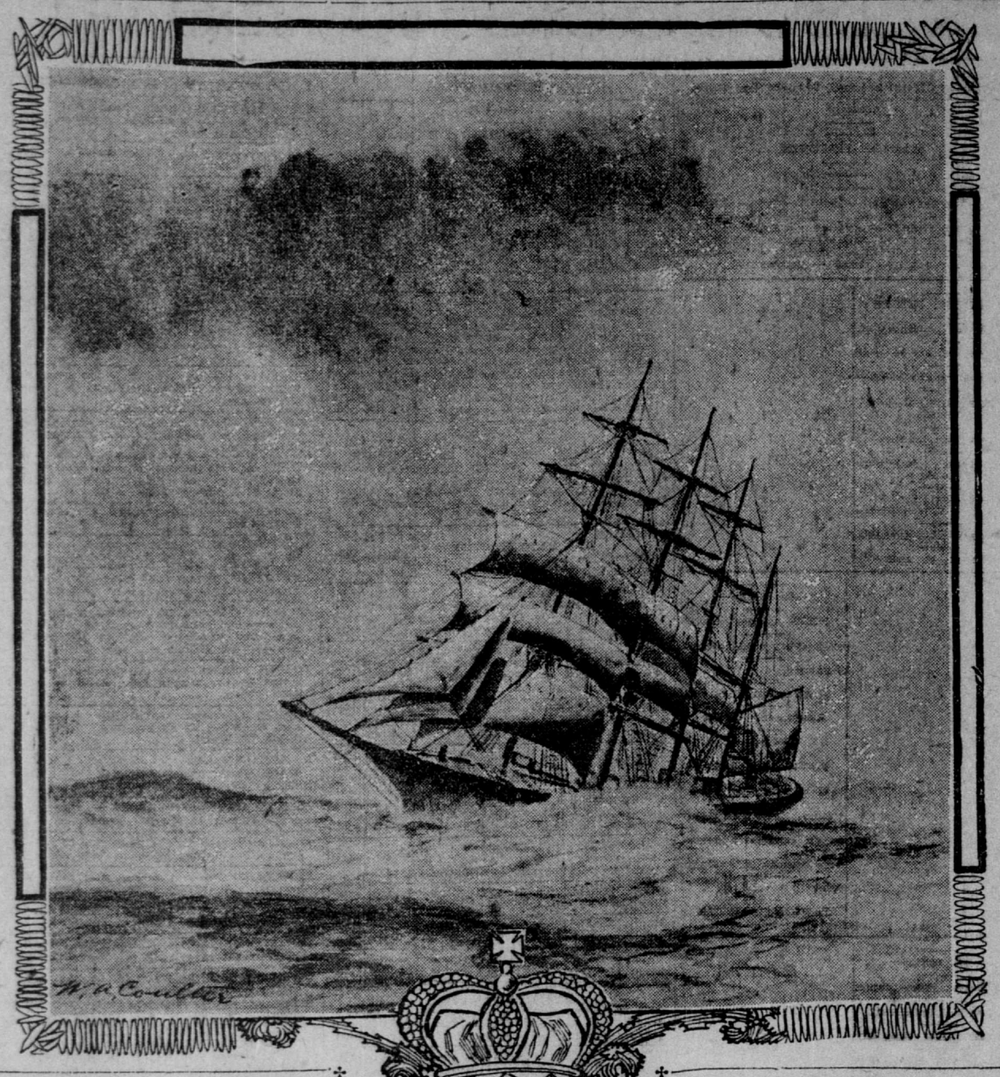
Merchandise for Hawaii.

The steamer Nevadan sailed yesterday for Honolulu and Kahului with a general merchandise cargo, valued at $58,704. The following were the principal shipments:

410 bbls flour, 3787 ctls barley, 548 ctls oats, 5756 lbs beans, 4677 lbs bran, 2368 lbs 22 cs meals, 2941 gals wine, 113 gals 7 cs whisky, 262 gals vinegar, 47 gals 8 cs liquors, 33,930 lbs sugar, 300 lbs hops, 1144 lbs garlic, 144 pkgs fresh fruits, 151 pkgs potatoes, 59 pkgs onions, 1345 lbs dried fruit, 1864 cs canned goods, 60 bbls 8 half bbls salmon, 58,200 lbs rice, 6097 lbs bread, 5853 lbs ham and bacon, 82 cs table preparations, 2865 lbs candy, 39 pkgs groceries and provisions, 1184 lbs coffee, 18,250 lbs 100 sks salt, 6580 lbs codfish, 634 lbs butter, 1735 lbs 3 cs cheese, 216 pkgs paste, 6930 lbs lard, 628 lbs tea, 14,731 lbs tobacco, 30 cs cigars and cigarettes, 12 pkgs millwork, 52 coils wire, 14 pkgs machinery, 500 cs coal oil, 126 pkgs dry goods, 12 cs hats and caps, 64 cs boots and shoes, 147 cs soap, 2 cs firearms, 110 pcs pipe, 12 bdls brooms, 24 cs drugs, 28 bdls paper, 12 coils rope, 4530 lbs pig lead, 25 bales paper bags, 153 cs candles, 166 pkgs paints, 90 cs gasoline, 10 cs 5 bbls tar, 687 pkgs building material, 1100 gals distillate, 20,000 bricks, 1350 lbs soda, 41 carboys acid, 4666 lbs sulphur, 3 bales duck, 20 bars iron, 60 cs oil, 5 cs turpentine, 325 bbls cement, 6 bdls 3 bars steel, 3 cs carbide, 30 tins matches, 1 roll leather.

The bark Gerard C. Tobey was cleared yesterday for Honolulu with an assorted merchandise cargo, valued at $16,078, and including the following:

4801 ctls barley, 303 ctls corn, 1881 bales hay, 47,500 lbs salt, 9170 lbs sugar, 50 cs pickles, 318 gals vinegar, 3152 lbs soda ash, 100 cs gasoline, 7240 lbs rosin, 98,000 bricks, 1 cs dry goods, 67 pkgs paints, 163 bdls tank material, 17 pkgs windows and blinds, 75 doors, 5 bdls brooms, 163 cs 3 bbls oils, 215 bxs soap.



BRITISH SHIP LONDON HILL, WHICH ENCOUNTERED A HURRICANE OFF NEW ZEALAND.

Movement of Steamers.

TO ARRIVE.

Steamer	From.	Due.
San Pedro	San Pedro	July 14
Pomona	Humboldt	July 14
S. Monica	Grays Harbor	July 14
Coos Bay	San Pedro & Way Ports	July 14
Condor	quique	July 14
Pt. Arena	endocino & Pt. Arena	July 14
Wellington	yster Harbor	July 14
Norwood	San Pedro	July 15
F. Kilburn	Portland & Way Ports	July 15
Eureka	Humboldt	July 15
Homer	Grays Harbor	July 15
South Bay	Portland & Astoria	July 16
Brooklyn	San Pedro	July 16
City Para	New York via Ancon	July 16
Breakwater	Coos Bay	July 16
Arctic	Humboldt	July 16
Sea Foam	Mendocino & Pt. Arena	July 16
Queen	Puget Sound Ports	July 16
State of Cal	San Diego & Way Pts	July 17
Argo	Eel River Ports	July 17
Acapulco	New York via Ancon	July 17
Corona	Humboldt	July 17
Columbia	Portland & Astoria	July 18
Bonita	Newport & Way Ports	July 18
North Fork	Humboldt	July 18
Roanoke	Portland & Way Ports	July 19
Aurelia	Portland & Astoria	July 19
M. F. Plant	Coos Bay & Pt. Orford	July 20
Pomo	Point Arena & Albion	July 20
Santa Rosa	San Diego & Way Ports	July 20
Nebraskan	Honolulu & Kahului	July 20
City Puebla	Puget Sound Ports	July 20
Sequoia	Willapa Harbor	July 20
City Panama	New York via Ancon	July 20
Coptic	China & Japan	July 21
St. Paul	Portland & Astoria	July 23
Rainier	Seattle & Bellingham	July 23
Ammon	Hamburg & Way Ports	July 24
Theben	Seattle	July 24

TO SAIL.

Steamer.	Destination.	Sails.	Pier.
	July 14.		
Chehalis	Grays Harbor	6 pm	Pier 2
Elizabeth	Coquille River	5 pm	Pier 20
San Pedro	Grays Harbor	4 pm	Pier 2
S. Monica	Los Angeles Ports	2 pm	Pier 2
C. Nelson	Seattle & Tacoma	5 pm	Pier 20
Umatilla	Puget Sound Ports	11 am	Pier 9
	July 15.		
Redondo	Astoria & Portland	12 m	Pier 2
Norwood	Seattle	3 pm	Pier 2
Vanguard	Humboldt	9 am	Pier 27
Pomo	Pt. Arena & Albion	4 pm	Pier 2
M. F. Plant	Coos Bay	4 pm	Pier 11
Pt. Arena	Point Arena	4 pm	Pier 2
	July 16.		
South Bay	Los Angeles Ports	1 pm	Pier 27
S. Rosa	San Diego & Way	9 am	Pier 11
Pomona	Humboldt	1:30 p	Pier 9
St. Paul	Astoria & Portland	11 am	Pier 24
	July 17.		
Eureka	Humboldt	9 am	Pier 5
Coos Bay	San Pedro & Way	9 am	Pier 11
F. Kilburn	Portland & Way	2 pm	Pier 27
Valencia	Seattle & Tacoma	2 pm	Pier 9
	July 18.		
Argo	Eel River Ports	3 pm	Pier 2
Breakwater	Coos Bay	5 pm	Pier 8
	July 19.		
Corona	Humboldt	1:30 p	Pier 9
Roanoke	Los Angeles Ports	7 pm	Pier 5
Arctic	Humboldt	9 am	Pier 2
Sea Foam	Point Arena	4 pm	Pier 2
Queen	Puget Sound Ports	11 am	Pier 9
	July 20.		
State of Cal	San Diego & Way	9 am	Pier 11
Sierra	Sydney & Way Pts	2 pm	Pier 7
S. Barbara	Seattle direct	4 pm	Pier 2
	July 21.		
Bonita	San Pedro & Way	9 am	Pier 11
N. Fork	Humboldt	9 am	Pier 20
Columbia	Astoria & Portland	11 am	Pier 24
	July 22.		
Sequoia	Willapa Harbor	12 m	Pier 20
Aurelia	Astoria & Portland	5 pm	Pier 27
Korea	China & Japan	1 pm	Pier 40
Acapulco	N. Y. via Ancon	12 m	Pier 40
	July 23.		
Cascade	Astoria & Portland	5 pm	Pier 2
	July 24.		
City Puebla	Puget Sound Ports	11 am	Pier 9

FROM SEATTLE.

Steamer.	Destination.	Sails.
Cottage City	Skagway & Way Ports	July 15
Edith	Valdez & Seward	July 15
Santa Ana	Seward & Way Ports	July 16
Farallon	Skagway & Way Ports	July 17
City Topeka	Skagway & Way Ports	July 17
Oregon	Nome & St. Michael	July 18
Jefferson	Skagway & Way Ports	July 18
Senator	Nome & St. Michael	July 20
Delphin	Skagway & Way Ports	July 23
Victoria	Nome & St. Michael	July 23
Bertha	Cooks Inlet & Way	July 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 authority of the Superintendent.

NOTE—The high and low waters occur at the city front (Mission-street wharf) about 25 minutes later than at Fort Point; the height of tide is the same at both places.

FRIDAY, JULY 14.

Sun rises 4:58
Sun sets 7:32
Moon sets ..... 3:05 a. m.

Date	Time (L W)	Ft.	Time (H W)	Ft.	Time (L W)	Ft.	Time (H W)	Ft.
14	3:37	—0.5	10:49	4.4	3:14	2.8	9:28	6.2
15	4:25	—0.8	11:39	4.6	4:05	2.9	10:15	6.1

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., Wednesday, July 12, 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.

SHIPPING INTELLIGENCE.

ARRIVED.

Thursday, July 13.

Stmr National City, Hammer, 28 hours from Eureka.

Stmr Phoenix, Odland, 35 hours from Crescent City.

Stmr Pomo, Reinertsen, 12 hours from Albion.

Stmr Francis H. Leggett, Reiner, 36 hours from Redonodo.

Stmr Greenwood, Walvig, 20 hours from Shelter Cove.

Stmr Grace Dollar, Olson, 40 hours from Port Los Angeles.

Stmr Zealandia, Gilboy, 14 days 5 hours 9 minutes from Nome, via Seattle 3 days 2 hours 44 minutes.

Stmr Geo. Loomis, Seddon, 48 hours from Astoria, un river direct.

Stmr Centralia, Ericsson, 38 hours from San Pedro.

Nor stmr Titania, Egehes, 100 hours from Comox.

Stmr Gipsy, Leland, 20 hours from Monterey.

Stmr Northland, Jamieson, 55 hours from Astoria, bound to San Pedro. Put in to land passengers.

Stmr Santa Rosa, Alexander, 41 hours from San Diego and way ports.

Stmr Navarro, Jacobs, 48 hours from San Pedro.

Stmr Maggie, Whitney, 4 hours from Halfmoon Bay.

Br ship Loudon Hill, Boyd, 95 days from Newcastle, Australia.

Ger ship Oregon, Schwarting, 242 days from Antwerp, via Valparaiso, 80 days.

Tug Dauntless, Shea, 4 days 16 hours from Saginaw Harbor.

Fr bark La Touraine, Lebe, 167 days from Cardiff.

Schr J. H. Bruce, Swanson, 5 days from Grays Harbor.

CLEARED.

Thursday, July 13.

Stmr Nevadan, Greene, Honolulu and Kahului; Williams, Dimond & Co.

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

Nor stmr Tricolor, Wold, Ladysmith; Western Fuel Co.

Stmr Texan, Lyons, Honolulu; Williams, Dimond & Co.

Bark Gerard C. Tobey, Scott, Honolulu; Welch & Co.

SAILED.

Thursday, July 13.

Stmr Alcazar, Winkel, Grays Harbor.
Stmr Bonita, Alberts, San Pedro.
Stmr State of California, Thomas, San Diego.
Stmr Maggie, Whitney, Halfmoon Bay.
Stmr G. C. Lindauer, Allen, Grays Harbor.
Stmr Nevadan, Greene, Honolulu and Kahului.
Stmr Atlas, Badger, Portland.
Stmr Grace Dollar, Olsen, Grays Harbor.
Stmr Del Norte, Payne, Crescent City.
Stmr Corona, Gielow, Eureka.
Stmr Northland, Jamieson, San Pedro.
Stmr Ilwaco, Hanson, Seattle.
Stmr Texan, Lyons, Honolulu.
Stmr Argo, Crimm, Eel River.
Stmr Francis H. Leggett, Reiner, Eureka.
Stmr Newburg, Johnson, Grays Harbor.
Bark Emily F. Whitner, Goodman, Honolulu and Mahukona.
Schr A. M. Baxter, Isaacson, Bellingham.
Schr Orient, Saunders, Grays Harbor.
Schr Ida McKay, Lethola, Eureka.
Schr Corinthian, Skipper, Siuslaw River.
Schr C. T. Hill, Mellberg, Coquille River.
Schr Mabel Gale, Mattssin, Portland.

TELEGRAPHIC.

POINT LOBOS, July 13, 10 p. m.—Weather hazy, wind northwest; velocity 20 miles per hour.

SPOKEN.

Per Br ship Loudon Hill—July 6, 30 N, 139 W, Per schr Corona, from Payta, for Puget Sound.

DOMESTIC PORTS.

EUREKA—Sailed July 12—Schr Newark, for San Francisco; stmr Fulton, for San Francisco; stmr Alcatraz, for San Francisco; stmr Gualala, for San Francisco.

Arrived July 13—Stmr Marshfield, from San Pedro; stmr Prentiss, hence July 11; stmr Alliance, from Portland.

Arrived July 13—Stmr Alliance, from Coos Bay; stmrs Eureka and Arctic, hence July 12.

Sailed July 13—Stmr Pasadena, for San Francisco.

SAN PEDRO—Sailed July 12—Stmr San Pedro, for San Francisco.

Sailed July 13—Stmr Norwood, for San San Francisco, via Port Hartford.

Arrived July 13—Schr Ludlow, from Everett; schr Fred J. Wood, from Grays Harbor; schr Eric, from Ballard; schr Lucy, from Umpqua.

Passed July 13—Bktn J. M. Griffith, from Hadlock, for Newport.

Sailed July 12—Stmr San Pedro, for San Francisco. July 13—Stmr Norwood, for Port Harford.

Arrived July 13—Schr Advent, from Coos Bay; stmr Novo, from Port Los Angeles.

PORT MADISON—Sailed July 12—Bark Hesper, for Santa Rosalia.

TACOMA—Arrived July 12—Bktn Amaranth, hence June 30.

COOS BAY—Arrived July 13—Stmr F. A. Kilburn, from Astoria; stmr Breakwater, hence July 11.

SANTA BARBARA—Arrived July 13—Stmr Coos Bay, from San Pedro, and sailed for San Francisco.

ASTORIA—Arrived July 13—Ger stmr Aragonia, from Yokohama; stmr Aurelia, hence July 8; stmr Despatch, hence July 7.

Stmr Columbia, hence July 11; stmr Roanoke, from Coos Bay.

SEATTLE—Sailed July 13—Stmr Queen, for San Francisco.

Arrived July 13—Stmr Cottage City, from Skagway.

PORT HARFORD—Arrived July 13—Stmr Asuncion, hence July 12.

Sailed July 13—Stmr Whittier, with barge Santa Paula in tow, for Portland.

SAGINAW BAY—Arrived July 8—Ship Agenor, hence June 30, in tow of tug Dauntless.

GRAYS HARBOR—Arrived July 13—Stmr Olympic, hence July 10.

PORT BRAGG—Arrived July 13—Stmr Greenwood, hence July 12.

TATOOSH—Passed in July 13—Yacht Thistle, from Astoria, for Victoria; stmr Melville Dollar, from Nome, for Seattle.

PORT GAMBLE—Sailed July 13—Bktn Alta, for Manila.

GRAYS HARBOR—Sailed July 13—Stmr Homer, for San Francisco.

ISLAND PORTS.

HONOLULU—Arrived July 12—Bktn Kilkitat, from Mahukona; stmr Enterprise, from Hilo. 13—Br stmr Coptic, from Hongkong, for San Francisco.

Sailed July 13—Bark Olympic, for San Francisco; bktn Kilkitat, for Port Gamble.

HILO—Arrived July 12—Ship Falls of Clyde, hence June 28.

EASTERN PORTS.

PHILADELPHIA—Cleared July 12—Stmr Oregonian, for New York.

FOREIGN PORTS.

HONGKONG—Sailed July 12—Br stmr Empress of Japan, for Vancouver.

Arrived previous to July 12—Stmr Mongolia, hence June 7; July 12—Br stmr Keemun, from Liverpool, for Seattle.

HULL—In port June 27—Br ship Andors, for San Francisco.

IPSWICH—In port June 25—Fr bark Biarritz, for San Francisco, via Cardiff.

TYNE—In port June 27—Nor ship Hovding, for San Francisco; Fr bark Nantes, for San Francisco; Br ship Elginshire, for San Francisco; Br ship Oranasia, for Port Los Angeles.

SWANSEA—In port June 28—Fr bark Max, for San Francisco.

ANTWERP—In port June 28—Br ship Langdale, for San Francisco; Br ship Glenglova, for San Francisco; Fr bark Pax, for San Francisco; Br ship Pass of Killiecrankie, for San Pedro.

CARDIFF—In port July 3—Fr bark Babin Chevaye, for San Francisco.

HAMBURG—In port June 30—Br ship Eudora, for San Diego.

TAKU—Arrived May 29—Nor stmr Thode Fagerlund, from Seattle.

TSINTAU—Arrived June 9—Nor stmr Thode Fagerlund, from Seattle.

YOKOHAMA—Arrived June 28—Br stmr Queen Wilhelmina, from Java.

Sailed July 13—Stmr Epsom, from Cardiff, Glasgew and London, for Puget Sound.

COLON—Arrived July 12—Stmr Seguranca, from New York.

MOJI—Arrived June—Br stmr Dakotah, hence May 21.

Sailed July 2—Br stmr Dakotah, for San Francisco.

KINSALE—Arrived July 12—Br ship Wanderer, from Port Blakeley.

PORT SAID—Arrived July 13—Br stmr Indrasamha, from New York.

JUNIN—Sailed July 12—Br stmr Baroda, for San Francisco.

SHIELDS—Sailed July 12—Fr bark Nantes, for San Francisco.

LADYSMITH—Sailed July 12—Br stmr Wellington, for San Francisco.

OCEAN STEAMERS.

NEW YORK—Arrived July 13—Stmr Pennsylvania, from Hamburg; stmr Deutschland, from Hamburg, via Dover and Cherbourg; stmr Cedric, from Liverpool.

QUEENSTOWN—Arrived July 13—Stmr Republic, from New York, for Liverpool, and proceeded.

PONTA DEL GADA—Arrived July 13—Stmr Romanic, from New York, for Gibraltar, Naples and Genoa.

LIVERPOOL—Sailed July 13—Stmr Kensington, for Montreal; stmr Tunisian, for Montreal.

Memoranda.

Per Fr bark Touraine—Off Cape Horn, in heavy weather, damaged steering gear.

Per Ger ship Oregon—Sailed from Antwerp Nov 12, 1904. Had head winds and gales and blew away several sails until we were off Valparaiso. When 160 days out put in for provisions and water, April 22, at Valparaiso, and sailed again, April 24. Had light and variable winds to San Francisco.

Per Br ship Loudon Hill—Sailed from Newcastle, Australia, April 8, and had NE to SW winds to Cooks Straits. On April 17, in Cooks Straits, had heavy hurricane from ESE, lasting 5 days, throwing the ship on beam ends, filling the decks to the rails, flooding cabin and forecastle, blowing away several sails and injuring seven of the crew. Had strong N winds to lat 23 S; had a strong N gale on May 15, in lat 18 S; had light winds to equator, which was crossed June 22, in long 127 W; got NE trades in 5 31 N, carrying them to 34 N, 160 W; had light E and ENE winds until the last three days, when we experienced NW winds.

Barge C. C. R. Co. No. 4, in tow of tug Tiger, was run into this morning about 12:30, off Mission-street wharf, by an unknown stmr. Barge was loaded with rock and machinery for handling same, which was valued at about $10,000. The Tiger kept towing barge until foot of Berry street was reached, where barge turned turtle. The crew of four men were picked up by tug. Thought possible it was stmr Robert or Harold Dollar.

Stmr Norwood, which sailed from San Pedro this afternoon, for San Francisco, will call at Port Hartford and take in tow stmr Celia, which is at latter port leaking badly, and tow her to San Francisco.

Weather Report.

(120th Meridian—Pacific Time.)

SAN FRANCISCO, July 13—5 p. m.

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

Boston	90-74	New York	88-72
Cincinnati	84-66	Pittsburg	80-70
Chicago	78-64	Philadelphia	90-72
Honolulu, H. T.	82-74	St. Louis	78-66
Jacksonville	86-74	Washington	88-72
New Orleans	86-72		

SAN FRANCISCO 64-52

THE COAST RECORD.

STATIONS.	Barometer	Maximum Temperature	Minimum Temperature	Precipitation	Direction of Wind	State of Weather	Precipitation
Baker	29.96	68	52	N	Clear	..	.00
Carson	29.76	78	56	W	Clear	..	.00
Eureka	30.06	60	54	NW	Clear	..	.00
Fresno	29.78	94	60	NW	Clear	..	.00
S. E. Farallon	29.95	56	51	NW	Clear	..	.00
Flagstaff	29.78	76	56	SW	Cloudy	..	T.
Independence	30.06	92	66	W	Clear	..	.00
Los Angeles	29.88	78	62	SW	Clear	..	.00
Mt Tamalpais	29.93	74	57	W	Clear	..	.00
North Head	30.14	60	54	NW	Pt.Cldy	..	.18
Phoenix	29.76	90	78	NW	Clear	..	T.
Point Reyes	29.86	57	50	NW	Clear	..	.00
Pocatello	29.66	90	62	SW	Pt.Cldy	..	.00
Portland	30.08	70	46	NW	Cloudy	..	.12
Red Bluff	29.78	90	62	S	Clear	..	.00
Roseburg	30.04	72	48	NE	Clear	..	.00
Sacramento	29.82	82	54	S	Clear	..	.00
Salt Lake	29.72	92	76	SW	Cloudy	..	.00
San Francisco	29.94	64	52	W	Clear	..	.00
S. L. Obispo	29.92	72	52	SW	Clear	..	.00
San Diego	29.90	66	64	W	Cloudy	..	.00
Seattle	30.04	68	52	S	Cloudy	..	T.
Spokane	29.92	72	56	SW	Pt.Cldy	..	T.
Tatoosh	30.04	56	50	W	Cloudy	..	.01
Walla Walla	29.96	76	60	W	Clear	..	.00
Winnemucca	29.72	88	52	SW	Clear	..	.00
Yuma	29.74	100	82	S	Pt.Cldy	..	.00

WEATHER CONDITIONS AND GENERAL FORECAST.

Fair weather prevails over the Pacific Slope except cloudy in Washington, Utah and Arizona. Light showers are reported from Arizona and Washington and thunderstorms have occurred at Modena and Spokane.

The pressure has risen slowly over the northern half of the Pacific Slope and fallen over California and Arizona.

The changes in temperature have been slight in all districts. In California the temperature is slightly below the normal.

Forecast made at San Francisco for thirty hours, ending midnight, July 14, 1905:

Los Angeles and vicinity—Fair Friday; fresh west winds.

San Francisco and vicinity—Fair Friday; fresh west winds.

Sacramento Valley—Fair Friday; light north winds.

San Joaquin Valley—Fair Friday; light north winds.

Coast—Fair Friday; fresh west winds.

Nevada—Fair Friday.

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

Fruit and Wheat Bulletin.

For the twenty-four hours ending 5 p. m., 120th meridian time, San Francisco, July 13:

STATIONS.	Maximum Temperature	Minimum Temperature	Precipitation	State of Weather	Direction of Wind	Velocity
Cloverdale	90	57	..	Clear	..	..
Colusa	86	60	..	Clear	..	..
Eureka	60	54	..	Clear	NW	20
Fresno	94	60	..	Clear	NW	6
Hanford	97	57	..	Clear	..	..
Hollister	84	43	..	Cloudy	W	..
Independence	92	66	..	Clear	W	8
King City	93	58	..	Clear	N	Lt
Livermore	81	50	..	Clear	..	..
Los Angeles	78	62	..	Clear	SW	14
Merced	94	53	..	Clear	..	..
Napa	86	52	..	Clear	..	..
Newcastle	90	61	..	Clear	W	..
Newman	97	56	..	Clear	..	..
Palermo	90	55	..	Clear	..	..
Red Bluff	90	62	..	Clear	S	4
Riverside	81	61	..	Clear	..	..
Sacramento	82	54	..	Clear	S	12
San Diego	66	64	..	Cloudy	W	8
San Francisco	64	52	..	Clear	W	24
San Luis Obispo	72	52	..	Clear	SW	Lt
Santa Maria	70	56	..	Clear	..	..
Stockton	85	65	..	Clear	..	..

WEATHER AND CROP CONDITIONS.

Colusa—Weather favorable for all crops.

Hollister—Apricot drying commenced; first picking injured by hot weather.

Palermo—Weather conditions favorable for all crops.

Santa Maria—Exaggerated report about effects of hot spell on beans; very few blooming last week.

Cloverdale—Pastures are still in good condition.

Hanford—Grapes ripening fast. Prune crop not very good.

Livermore—Grapes and almonds still promise heavy crop.

Stockton—Peaches very gummy; quality very poor.

GEO. H. WILLSON, Section Director.

"MONEYPHOBIA" NATION'S CURSE

James M. Beck Speaks of the Present Day Code of Business Morals

LIKE AN INTOXICATION

Frenzied Finance an Outgrowth of America's Rapid Commercial Expansion

FRONTENAC, N. Y., July 13.—At the annual convention of the State Bankers' Association here to-day former Assistant Attorney General James M. Beck of New York spoke on "Moneyphobia."

Beck said the signs of the times indicated a growing feeling of social discontent, which found its chief expression in indiscriminate abuse of wealth. The agitation, he declared, was not confined to the ignorant, the envious or the malicious. The recent commencement season unmistakably indicated that the educated men were disinterestedly considering the phenomena of business in their moral aspects. Their deliverances teemed with woeful jeremiads at the evil of the times and the decrease of morals. He continued:

Primarily, at least among the conscientious critics of the times, the present discontent is due to a profound dissatisfaction with the code of commercial morals. Abuses of trusts have run riot. They are not, as I believe, due to the fact that men are essentially less honest than previous generations, but in part to the intoxication that inevitably marked the most rapid and extraordinary period of commercial expansion that the world has ever known and also to the artificial character of our commercial machinery. The complex subdivision of social office has caused a certain diffusion, and, therefore, weakening of moral responsibility. That artificial creation of the law—the corporation—with the legal fiction that it is a moral personality, has been a Pandora box from which infinite good and evil has proceeded. The surpassing difficulty of adapting this mighty instrumentality of civilization to the moral needs of the age must be apparent. The solution of this problem surpases all others in importance. Its just solution will require dispassionate consideration, not intemperate action.

REQUEST OF MAYOR WEAVER IS IGNORED

Philadelphia Common Council Again Disposed to Balk.

PHILADELPHIA, July 13.—For the first time since he began his campaign for municipal reform Mayor Weaver received a setback at the hands of the Common Council to-day, when that body did not comply with his request to authorize him to employ special counsel to represent the city in the matter of certain contracts involving millions of dollars that are to be brought before the courts.

The Common Council took up the three bills repealing ordinances giving the Philadelphia Rapid Transit Company the right to lay tracks on an additional 100 miles of streets, without the city receiving anything for the privilege, and passed them, as requested by the Mayor.

MAGNETIC HEALER'S WIFE IS FATALLY POISONED

Husband Says Small Boy Brought Powder, After Taking Which Woman Died in Agony.

ATCHISON, Kans., July 13.—Mrs. Sarah A. Peasley, wife of Professor Peasley, a magnetic healer, is dead from poisoning. Peasley says his wife had been ill for several days and he called in a physician. A boy, he says, appeared later and delivered a powder, saying the physician had sent it. Twenty minutes after swallowing the drug she died in great agony. The identity of the boy has not been established and the regular physician says he did not send the medicine. A post-mortem examination will be held.

Window Glass Is Dearer.

CHICAGO, July 13.—At a meeting of the Western window glass jobbers here to-day the retail price of window glass was advanced 10 per cent, the raise to take effect at once. A further advance in prices, it was said, would probably be announced within a few days.

TRUST METHODS ARE EXPOSED

Former Manager of Kansas City Branch Takes Stand Against Standard Oil

POSES AS INDEPENDENT

Witness Tells How Rockefeller Concern Profits by Its Own Unpopularity

KANSAS CITY, July 13.—The giving of rebates as a common practice to secure business was brought out to-day in the testimony of A. G. Shires of Marietta, Ohio, traveling salesman for the Pennsylvania Refining Company of Oil City, who was a witness at the hearing in the State's suit to oust the Standard Oil Company, the Republic Oil Company and the Waters-Pierce Company from the State of Missouri. Shires was manager for the Republic Oil Company in 1903 and came to Kansas City in June. He found the Standard and the National the "only" companies here, he said. He had charge of the tank business for the Republic, the lubricating oil department and handled gasoline and kerosene for grocers. He was, he said, instructed to get after the National's customers. Henry Teagle, the manager, Shires said, told him to get certain of the National's customers and if necessary pay a rebate of one-half cent a gallon. These rebates were paid in cash to customers. He said he never had tried to get trade in the Standard's customers. The rebate applied only to the National's trade. Shires said he was told by Teagle to say to customers that the Republic Oil Company was an independent concern.

"Did you ever, during your whole employment here," inquired Attorney General Hadley, "offer any rebate of any inducement to customers to take their trade from the Standard Oil Company?"

"No sir; never."

"Where did you get the information regarding prices to charge for oil?"

"From the Standard Oil Company always."

"How did you instruct your salesmen here?"

"To say that the Republic Oil Company was an independent company; that it had no connection with the Standard Oil Company."

Shires said that when he was manager at St. Joseph for the Republic Company he once had too much oil on hand and he wired Kansas City for instructions. He was ordered, he said, to transfer the oil to the Standard Oil Company and did so. He sometimes used the Standard's horses. There was no competition in St. Joseph or Kansas City between the Republic and the Standard.

WORLD'S TINIEST BABE IS LEFT MOTHERLESS

Infant That Weighed Twenty-Four Ounces at Birth Is Thriving.

Special Dispatch to The Call.

BOULDER, Col., July 13.—Mrs. Melissa