SUBORDINATES LAUGH AT THEM

Captain Sewell and Lieutenant Kelly of Engine No. 30 Are Ordered Transferred

FILE ANNUAL REPORT

Fire Commissioners Record Bulky Document and Copy Will Be Sent to the Mayor

Constant bickering and ill-feeling in the firehouse of Engine Company No. 30 has resulted in the determination of the Fire Commissioners to transfer Captain D. R. Sewell and Lieutenant Thomas J. Kelly to other companies. Trouble has existed between the two men, according to the statement of Acting Chief of the Department Dougherty, until they are the laughing stock of their subordinates. For a long time ill-feeling has been growing and matters were brought to a head by the report of Battalion Chief Conlon to the Board of Fire Commissioners.

The men appeared before the board yesterday afternoon and while neither was willing to tell the nature of the trouble, both admitted they did not get along. In view of their own statements the board ordered that Chief Dougherty receive the applications of the men for transfer and if they failed to apply, to cite them to appear before the board to show cause why the transfer should not be made.

The annual report of the department for the fiscal year ending June 30, 1905, was placed on file and a copy will be sent to the Mayor. A statement of the funds shows that an appropriation of $856,639 was made; the expense for salary was $747,721 09, and for operation, $104,437 82, leaving a surplus in the fund of $4471 09. The report is segregated into costs of apparatus, houses, hose, horses, appointments and deaths.

Under the head of recommendations, Chief Sullivan recommends the construction of an engine house in the vicinity of Ashbury and Seventeenth streets, a brick engine house for Castro and Hill streets, and two new houses for Engines 5 and 9. A request is made for a fireboat in the harbor, and a drill tower in the Western Addition. Chief Sullivan asks for changes in the city's mains in many streets.

The following probationers are recommended for appointment and assignment: Thomas G. Howe, hoseman and John Windsor, hoseman to Relief Engine Company No. 3; W. D. Carey, hoseman, to Engine Company No. 17.

LEAVES SAN FRANCISCO TO JOIN NEW REGIMENT

Lieutenant Colonel Robert K. Evans, Just Promoted, Starts for Plattsburg Barracks, New York.

Lieutenant Colonel Robert K. Evans left last night for Vancouver Barracks, en route to his new post. Colonel Evans has just been promoted. As Major Evans he was stationed for some time at Vancouver as military secretary at that post. His promotion takes him to the Fifth Infantry, now stationed at Plattsburg Barracks, New York. He will only stay in Vancouver long enough to pack up his effects and will then start east.

The following registered at department headquarters yesterday: Lieutenant Leon T. Le Wald, medical department, staying at the Occidental; Contract Surgeon C. A. Warwick, medical department, on transport Warren; Contract Surgeon E. A. Bowen, staying at the Grand Hotel; Lieutenant E. J. Bloom, Fourth Infantry, staying at the Occidental.

Leave of absence for two months, to take effect about August 1, 1905, is granted First Lieutenant Constant Cordier, Fourth Infantry, Presidio of San Francisco, Cal.

PENCE DEMANDS COMMISSION FOR SALE OF BIG MINES

Says He Secured Purchaser for the Bully Hill Group, Which Brought $900,000.

The sum paid last March by the General Electric Company for the Bully Hill group of copper mines, located in Shasta County, was disclosed in a suit filed yesterday by Charles J. Pence, of Lair will contest fame, against C. Y. de Lay, metallurgist, to recover 5 per cent of the sale price, which the plaintiff says was $900,000.

In his complaint Pence alleges that on December 29, 1904, he entered into an agreement with De Lay by which he was to be given a 5 per cent commission on the sale price of the property should he introduce a purchaser. Pence asserts that he went to work under the agreement and placed De Lay in touch with the officials of the General Electric Company. The result was that the property was disposed of for $900,000.

Pence says he forthwith demanded $45,000 as his commission on the sale price, but was refused payment. He is represented in the suit by Attorney Garret McEnerney.

TWELVE-YEAR-OLD GIRL KNOCKED DOWN BY WAGON

Little Louise Rathman May Die as Result of the Severe Injuries to Her Stomach.

Louise Rathman, a 12-year-old girl, residing at 919 Elizabeth street, was seriously injured yesterday by being knocked down by a horse and wagon on the crossing of Market street, opposite Mason.

The girl did not see the approaching vehicle until she was knocked down. She was removed to the Central Emergency Hospital, where she was treated by Dr. O. S. Kusick for several abrased injuries to her limbs and body.

Internal complications may prove fatal. The driver, Thomas Tobin, was arrested by Patrolman Tuite and charged with battery.

Mexicans to Celebrate.

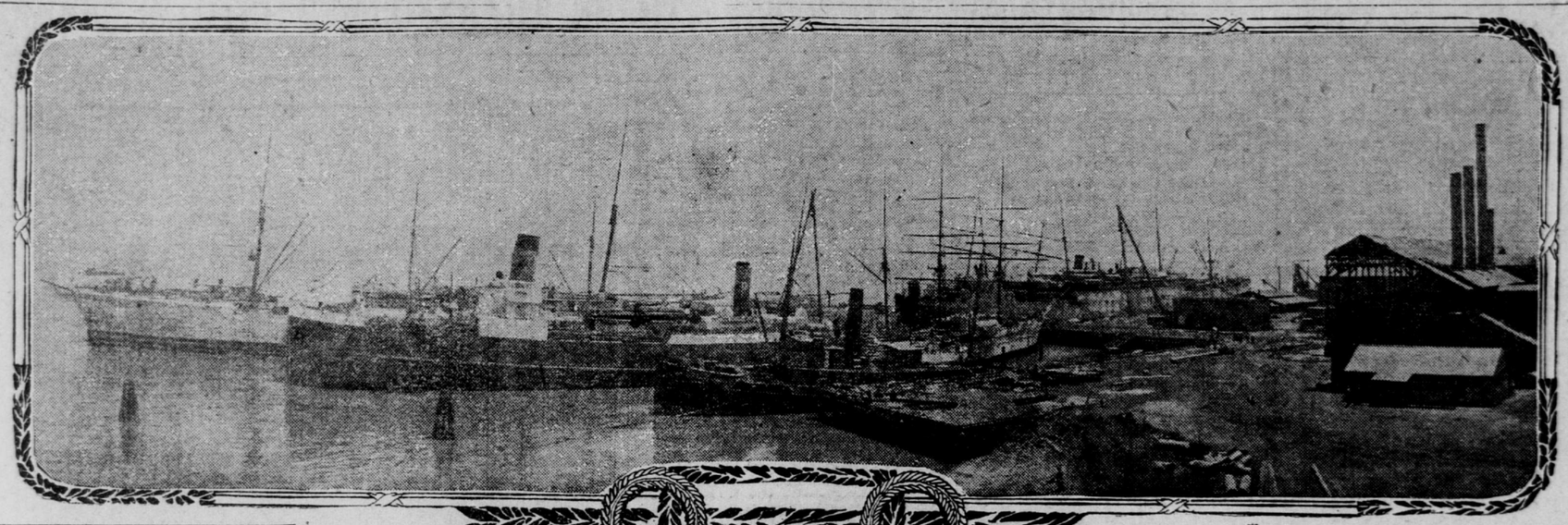
About 500 members of the local Mexican colony assembled last Thursday evening at Apollo Hall for the purpose of selecting a committee to arrange for celebrating the ninety-fifth anniversary of the independence of Mexico on Saturday evening, September 16. Mechanics' Pavilion has been secured for the occasion. Following is the committee selected to take charge of the affair: Manuel Angulo, president; Francisco Carranza, vice president; Edmundo Aguirre, secretary; Manuel Tellez, assistant secretary; Ramon Merel, treasurer; executive committee—A. de la Torre Jr., E. Chadwick, Jose Rojas, Ismael Bracamontes, Arturo Rebora, Diego Perez Rul, J. Arguijo, Juan Lacon, Jesus Benitez.

In the Divorce Court.

Mrs. Ida M. Lee was granted a divorce from W. B. Lee by Judge Troutt yesterday. Mrs. Lee testified that she was cruelly treated and finally abandoned by her husband. Suits for divorce were filed by Hannah against Axel Ellman for cruelty, Joseph against Gussie Goldman for infidelity and Anna A. against Olof J. Fransen for cruelty and neglect

TRANSPORT WARREN WILL GO OUT OF COMMISSION

TROOPSHIP SHEDS PROPELLER BLADE AT SEA AND IS REPAIRED AT HONOLULU



SOME GOVERNMENT AND OTHER VESSELS NOW UNDERGOING REPAIRS AT RISDON IRON WORKS.

The army transport Warren, Captain Walton, arrived early yesterday morning from Manila by way of Honolulu, at which port she was detained ten days. From Nagasaki to Honolulu the Warren carried a large cargo of coal and discharging the black diamonds was responsible chiefly for her long stay at the island port. Two days before she reached Honolulu the Warren kicked off one of the blades of her propeller and during her stay in port a new blade was fitted to the hub. To do this the cargo at the after end was discharged until the wheel was out of the water. The elevated after end was run on a marine railroad. The new blade was put on by the Warren's crew under the direction of Chief Engineer Hughes and the actual work of removing the shattered stump of the old blade and replacing it with a new one occupied only three hours.

Outside of Nagasaki the Warren crossed the tail end of a typhoon. With that exception the weather was pleasant and the voyage uneventful. The Warren will go out of commission for the present. Captain Walton brought his charge back in first-class condition and she is ready for service at any time the Government may want her.

Among the passengers who came home on the Warren were:

Mrs. F. D. Webster, wife of Captain Webster, Twentieth Infantry; Mrs. F. S. Bowen, wife of Lieutenant Bowen, Twentieth Infantry; Mrs. G. W. Williams, wife of Captain Williams, United States navy; Lieutenant Colonel J. W. Hanney and Mrs. Hanney; Mrs. W. E. Cass, wife of Contract Surgeon Cass, U. S. A.; Miss Bainbridge; Mrs. F. B. Clayton, wife of Clerk Clayton, quartermaster's department; Mrs. E. P. Easterbrook, wife of Chaplain Easterbrook, Artillery Corps; Mrs. S. M. Kochersperger, wife of Major Kochersperger of the Philippine Scouts; E. J. Bloom, second lieutenant Fourth Infantry; A. W. Chase, captain Pay Corps, U. S. A.; F. C. Connolly, clerk subsistence department; C. A. Warwick, contract surgeon, U. S. A.; Acting Surgeon Warren; William Wallace, family of Captain Harrison, commissary, U. S. A.; Mrs. C. W. Rosenstock, wife exposition commissioner; R. J. Gurvine, commissary sergeant; Mrs. Gurvine; A. Nickle, sergeant Hospital Corps; Mrs. Nickle; R. L. Hirst, captain Twelfth Infantry; Miss Comba, daughter of General Comba, retired; Miss O. Comba, daughter of General Comba; Mrs. Victor Blue.

Not Practical Engineers.

There comes from the Orient a story which illustrates in less tragic form than did the Bennington disaster the need in the navy of a marine engineering corps. It was a torpedo-boat. The captain was a junior lieutenant and the chief engineer an ensign. Something went wrong with the engines and all the engineering force the young officers had absorbed at Annapolis availed nothing toward the solution of the problem. The warrant machinist was as much at sea as his superiors and the torpedo-boat lay helpless. Lying near by was an Occidental and Oriental liner. The ensign-chief engineer boarded her and told his troubles to the liner's chief engineer, who offered to take a look at the torpedo-boat's engines.

The liner's engineer took one look at the engines of the Government boat. In a few words he told the ensign what was wrong and how it could be fixed. It was ABC to the marine engineer. Up to this time the ensign had been most respectful and modest. No sooner did he see his way out of his difficulty than he straightened up as they taught him to do it at the academy and in patronizing tone remarked:

"Do you know, my man, that I believe you are right."

Hours afterward, on board the liner, the chief engineer was overheard to mutter: "I've been chief engineer for thirty years. I was an engineer before that for more years than I can now remember. And he 'believes' I am right."

Crowded With Work.

There is no busier part of the water front at this time than the Potrero and the busiest part of the Potrero is that occupied by the shipbuilding yards of the Risdon Iron Works. The Risdon has been awarded a number of big contracts of late and in their ship hospital vessels are lying three deep. The army transport Meade is there getting a new deck and undergoing other repairs. The transport Thomas is having her boilers renewed and other work done. The steamer Asuncion is in the crowd waiting for a new rudder and the North American Trading Company's seagoing dredger Pacific is being overhauled inside and out. The revenue cutter Thetis is there being equipped with a new boiler and receiving general engine repairs as well as new planking and some new frames. The liner Australia, through whose steel skin an iceberg poked its elbow, is getting a new plate in place of the one with the hole in it.

Berkeley Hits Log Raft.

Men employed by Healy & Tibbitts, the contractors, lost a log raft in the bay Thursday night. It was being towed from Point Richmond by the tug Ida Warren. Rough water started the logs working. The chain that bound them together broke and away went the logs. The ferry steamer Berkeley climbed over one bunch of the derelict piles and in the process sustained some damage and scared her passengers into a small panic. Some of the logs were picked up yesterday morning. Others are still journeying back and forth on the tide and ferry-boat pilots are keeping an extra sharp lookout.

The Overdue List.

The schooner Honolulu and the British bark Chipperkyle were posted yesterday as uninsurable. The Honolulu is bound from Shanghai for Port Townsend and the Chipperkyle from Newcastle, Australia, for Valparaiso. They were both quoted at 90 per cent. The Marathon, which was quoted at 20 per cent, has arrived safely at Newcastle, Australia. The Lafayette is quoted at 50 per cent, the Red Rock at 15 per cent and the Port Stanley at 8 per cent.

The Biggest Log Raft.

The Frances H. Leggett arrived yesterday from the Columbia River with the largest log raft ever started down this coast in tow. Fortunately for coast navigation the raft made the trip intact. It measures 620 feet in length, 55 feet in beam, 23 feet in depth and contains 9,000,000 feet of lumber.

Water Front Notes.

The Pacific Mail Company's freighter Algoa left Kobe July 23 for this port. The Aztec is at Ancon.

The liner China left Hongkong yesterday, homeward bound.

The oil barge Santiago, in tow of the Spreckels tug Dauntless, left yesterday for Monterey.

A capsized skiff, painted black, was seen yesterday between Goat Island and Oakland long wharf.

The liner Alameda will sail at 11 o'clock this morning for Honolulu and at noon the Acapulco leaves for Ancon.

NEWS OF THE OCEAN.

Matters of Interest to Mariners and Shipping Merchants.

The schooner W. H. Talbot is chartered for lumber from Hastings Mills to Kobe or Osaka at 35s, chartered prior to arrival; bark Yosemite, same business from Puget Sound to Valparaiso, for orders; steamer San Mateo, merchandise from this port to Nome and St. Michael.

The barks Annie Johnson and R. P. Rithet return to Honolulu and the bark Roderick Dhu to Hilo with general cargo.

Shipments for Australia.

The British bark Battle Abbey was cleared yesterday for Freemantle, Australia, with 281,901 ft lumber, 1610 doors and 300 packages metal polish, valued at $12,899, as cargo from this port.

The vessel also had 857,362 feet redwood lumber, valued at $26,150, laden at Eureka and consigned to the port of destination.

SHIPPING INTELLIGENCE.

ARRIVED.

Friday, July 28.

U S stmr Warren, Walton, 40 days 7 hours from Manila, via Nagasaki 33 days, via Honolulu 7 days 6 hours 10 minutes.

Stmr Columbia, Doran, 54 hours from Portland, via Astoria 42 hours.

Stmr Iaqua, Johnson, 36 hours from San Pedro.

Stmr Valencia, Johnson, 83 hours from Seattle, via Portland 56 hours, via Astoria 48 hours.

Stmr Alcazar, Winkel, 12 hours from Point Arena.

Stmr Coronado, Lundquist, 43 hours from San Pedro.

Stmr Maggie, Whitney, 4 hours from Halfmoon Bay.

Stmr Argo, Crim, 25 hours from Eel River.

Stmr Point Arena, Hansen, 8½ days from Stewarts Point.

Stmr James S. Higgins, Higgins, 15 hours from Port Bragg, bound for San Pedro, put in to land passengers.

Stmr Francis H. Leggett, Reiner, 5½ days from Columbia River, bound to San Pedro, put in with log raft for San Francisco.

Stmr North Fork, Nelson, 26 hours from Eureka.

CLEARED.

Friday, July 28.

Stmr Bonita, Alberts, San Pedro and way ports; P C S S Co.

Br bark Battle Abbey, Davison, Fremantle; J. J. Moore & Co.

SAILED.

Friday, July 28.

Stmr Noyo, Johnson, Eureka.

Stmr Maggie, Whitney, Halfmoon Bay.

Stmr Fulton, Panzer, Eureka.

Stmr Iaqua, Johnson, Eureka, with stmr Lakme in tow.

Stmr Lakme, Ramsellus, Eureka, in tow stmr Iaqua.

Stmr F. A. Kilburn, Thompson, Eureka, Coos Bay, Astoria and Portland.

Stmr Francis H. Leggett, Reiner, San Pedro.

Stmr Rainier, Hansen, Bellingham.

Stmr Pomona, Swanson, Eureka.

Stmr Gipsy, Leland, Monterey.

Stmr Despatch, Weber, Astoria.

Stmr Whittier, Dickson, Port Harford and Astoria.

Schr Santiago, Larsen, Monterey, in tow tug Dauntless.

Schr Jennie Stella, Pettersen, Astoria.

Schr Bessie K, Stark, San Vicente Landing.

Tug Dauntless, Shea, Monterey, with schr Santiago in tow.

Barge Santa Paula, Pille, Port Harford and Astoria, in tow stmr Whittier.

TELEGRAPHIC.

POINT LOBOS, July 28, 10 p. m.—Weather thick; wind NW; velocity 12 miles per hour.

DOMESTIC PORTS.

BELLINGHAM — Arrived July 27—Stmr Olympic, hence July 23.

TACOMA—Sailed July 27—Stmr Elihu Thomson, for Nome.

EUREKA—Arrived July 27—Stmr Arctic, hence June 26; stmr San Gabriel, from Umpqua.

Sailed July 27—Stmr Bee, for San Pedro.

Arrived July 28—Stmr Eureka, hence July 27.

SOUTH BEND—Arrived July 28—Schr R. W. Bartlett, from San Pedro.

Sailed July 28—Schr Columbia, for San Pedro.

REDONDO—Sailed July 27—Schr Sehome, for Grays Harbor; schr Philippine, for Grays Harbor; schr Samar, for Everett.

PORT HARFORD—Arrived July 27—Stmr Argyll, hence July 26.

Arrived July 27—Stmr Argyll, hence July 26.

SEATTLE—Arrived July 28—Stmr Jefferson, from Skagway.

Sailed July 28—Stmr Tampico, for Nome. July 27—Stmrs Dirigo and Al-Ki, for Skagway.

Arrived July 28—Stmr Asuncion, hence July 24.

SAN PEDRO—Sailed July 27—Stmr Alcatraz and stmr Centralia, for San Francisco.

Arrived July 28—Stmr Homer, from Fishermans Bay; stmr South Coast, from Port Bragg; bktn George C. Perkins, from Tacoma; schr Manila, from Anacortes; stmr Norwood, hence July 26; stmr National City, hence July 26; bark Harvester, from Tacoma.

Sailed July 28—Stmrs Coos Bay, Samoa and Chehalis, for San Francisco.

POINT GAMBLE—Arrived July 28—Bktn Planter, hence July 7.

SANTA BARBARA—Arrived July 28—Stmr Vanguard, from Eureka.

Sailed July 28—Stmr State of California, for San Diego.

EUREKA—Arrived July 28—Stmr Grace Dollar, hence July 26.

TATOOSH—Passed July 28—Br ship Springburn, from Port Hadlock, for Liverpool; ship Reuce, from Ballard, for Sydney.

Passed in July 28—Stmr Wasp, hence July 22, for Seattle.

ASTORIA—Arrived July 28—Stmr South Bay, hence July 25; stmr St. Paul, hence July 26.

Arrived July 28—Stmr Roanoke, from Port Los Angeles; stmr Alliance, from Eureka and Coos Bay.

Arrived July 28—Stmr Cascade, hence July 25; Br ship Drumcraig, from Honolulu.

COOS BAY—Sailed July 28—Stmr Breakwater, for San Francisco.

NEWPORT—Sailed July 28—Schr Lottie Carson, for Eureka.

PORT LOS ANGELES—Arrived July 28—Schr Sausalito, from Olympia.

MONTEREY—Arrived July 27—Ship Marion Chilcott, from Honolulu.

WESTPORT—Sailed July 28—Stmr Newsboy, for San Francisco.

GRAYS HARBOR—Arrived July 28—Schr Fearless, hence July 10.

Sailed July 28—Schr Ariel, for San Pedro; bktn Gardiner City and bktn Encore, for San Francisco.

ISLAND PORTS.

MANILA—Arrived July 26—Stmr Hyades, from Seattle.

HONOLULU—Arrived July 26—Stmr Korea, hence July 22.

FOREIGN PORTS.

ANCON—Arrived ——Stmr Aztec, hence June 3.

HONGKONG — Arrived prior July 27—Br stmr Telemachus, from Tacoma.

Sailed July 26—Stmr China, for San Francisco.

NEWCASTLE, Aus.—Arrived July 28—Br ship Marathon, from Antwerp; 20 per cent was paid for reinsurance.

VICTORIA—Arrived July 28—Br stmr Tartar, from Hongkong.

HAIPHONG—Arrived July 28—Schr Churchill, from Astoria.

KOBE—Sailed July 23—Br stmr Algoa, for San Francisco.

Memorands.

LONDON, July 28.—The stmr reported ashore on Guernsey Island was the Fr stmr Trignac, from Rosario, for Rouen, and not North German Lloyd stmr as reported. Schr Honolulu, from Shanghai, for Puget Sound, and owned by A. P. Lorentzen of San Francisco, is now uninsurable. Br bark Chipperkyle, from Newcastle, Aus., for Valparaiso, is uninsurable.

Time Ball.

Branch Hydrographic Office, U. S. N., Merchants' Exchange, San Francisco, Cal., Friday, July 28, 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.

Sun, Moon and Tide.

United States Coast and Geodetic Survey—Time and Height of High and Low Waters at Fort Point, entrance to San Francisco Bay. Published by official authority of the Superintendent.

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

SATURDAY, JULY 29, 1905.

Sun rises 7:11
Sun sets 7:22
Moon rises .....2:39 a. m.

Date.	Time L W	Ft.	Time H W	Ft.	Time L W	Ft.	Time H W	Ft.
29	3:22	—0.1	10:38	4.2	3:00	2.8	8:57	5.8
30	4:02	—0.4	11:18	4.5	3:48	2.8	9:42	5.9
31	4:43	—0.6	11:56	4.7	4:34	2.6	10:29	5.9
1	5:25	—0.7	12:34	4.9	5:21	2.4	11:18	5.9
2	6:06	—0.5	1:10	5.0	6:10	2.3	.....	....

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.

The Weather Report.

(120th Meridian—Pacific Time.)

SAN FRANCISCO, July 28—5 p. m.

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

Cincinnati	84-66	Philadelphia	84-66
Boston	82-64	New York	82-66
Jacksonville	88-74	Washington	84-64
St. Louis	78-66	Pittsburg	82-62
Chicago	76-66	Honolulu, H. T.	82-74
New Orleans	92-76		

SAN FRANCISCO....60-52.

THE COAST RECORD.

STATIONS.	Barometer	Maximum Temperature	Minimum Temperature	Direction of Wind	State of Weather	Precipitation
Baker	29.86	80	58	NW	Clear	.00
Carson	29.84	80	44	W	Clear	.00
Eureka	30.00	60	56	NW	Cloudy	.00
Fresno	29.78	94	58	NW	Clear	.00
S E Farallon	29.98	57	53	NW	Cloudy	.00
Flagstaff	29.78	76	52	SW	Cloudy	T.
Independence	29.68	96	54	SW	Clear	.00
Los Angeles	29.86	78	60	SW	Clear	.00
Mt Tamalpais	29.94	71	58	NW	Clear	.00
North Head	30.04	60	56	S	Cloudy	.01
Phoenix	29.70	98	74	NW	Cloudy	T.
Pt. Reyes Lt.	29.92	55	51	NW	Cloudy	.00
Pocatello	29.66	90	54	W	Clear	.00
Portland	29.94	72	58	NW	Clear	.00
Red Bluff	29.78	94	62	SW	Clear	.00
Roseburg	29.88	82	52	N	Clear	.00
Sacramento	29.82	86	54	S	Clear	.00
Salt Lake	29.60	96	76	NW	Pt Cldy	.00
San Francisco	29.96	60	52	W	Clear	.00
S. L. Obispo	29.92	74	52	W	Clear	.00
San Diego	29.86	68	62	SW	Clear	.00
Seattle	30.00	68	56	SW	Cloudy	.00
Spokane	29.80	82	60	NW	Cloudy	.01
Tatoosh	29.98	58	50	S	Cloudy	.00
Walla Walla	29.78	88	64	W	Pt Cldy	.00
Winnemucca	29.76	86	58	SW	Clear	.00
Yuma	29.60	104	78	S	Clear	.00

WEATHER CONDITIONS AND GENERAL FORECAST.

Foggy weather prevails along the coast from San Francisco northward and cloudy weather over Washington and Arizona; elsewhere on the Pacific slope it is fair. Light showers have fallen in Arizona, Western Montana and on the Washington coast. Thunderstorms are reported from Kalispel and Flagstaff.

The pressure has risen over the plateau region and Pacific northwest.

The changes in temperature have been slight in all districts.

Forecast made at San Francisco for thirty hours ending midnight July 29, 1905:

San Francisco and vicinity—Foggy Saturday morning, becoming fair during the day; fresh west wind.

Los Angeles and vicinity—Foggy Saturday morning, becoming fair during the day; light west wind.

Sacramento Valley—Fair Saturday; light south wind.

San Joaquin Valley—Fair Saturday; light north wind.

Coast—Foggy Saturday morning, becoming fair during the day; fresh west wind.

Nevada—Fair Saturday; cooler.

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 28:

STATIONS.	Maximum Temperature	Minimum Temperature	Precipitation	State of Weather	Direction of wind	Velocity
Cloverdale	88	45	.00	Clear	....	..
Colusa	88	56	.00	Clear	....	..
Eureka	60	56	.00	Cloudy	NW	6
Fresno	94	58	.00	Clear	NW	12
Hanford	95	56	.00	Clear	....	..
Hollister	75	61	.00	Clear	W	..
Independence	96	64	.00	Clear	SW	14
King City	81	53	.00	Clear	N	..
Livermore	75	53	.00	Clear	....	..
Los Angeles	78	60	.00	Clear	SW	10
Merced	93	43	.00	Clear	....	..
Napa	76	57	.00	Clear	SW	..
Newcastle	92	58	.00	Clear	W	..
Newman	94	51	.00	Clear	....	..
Palermo	93	54	.00	Clear	....	..
Porterville	94	53	.00	Clear	N	..
Red Bluff	94	62	.00	Clear	SW	4
Riverside	88	58	.00	Clear	....	..
Sacramento	86	54	.00	Clear	S	12
San Diego	68	62	.00	Clear	SW	6
San Francisco	60	52	.00	Clear	W	36
San Luis Obispo	74	52	.00	Clear	W	10
Santa Maria	67	54	.00	Clear	....	..
Santa Rosa	78	49	.00	Clear	....	..
Stockton	84	59	.00	Clear	....	..

WEATHER AND CROP CONDITIONS.

Colusa—Plums ripening fast; drying has commenced.

Hollister—Apricot drying progressing nicely, medium crop, fair quality.

Hanford—Good grape crop. Poor tomato crop. Good wheat crop.

Livermore—Some vineyards badly damaged, but others uninjured by recent heat.

Napa—Morning high fog continues; crop conditions unchanged.

Palermo—Summer pasture good; stock looking well.

King City—Heading about completed.

Cloverdale—Sweetwater grapes almost ripe.

Santa Maria—Foggy mornings and cool days continue unchanged; favorable for beans blossoming.

Newcastle—Late Crawfords, Susquehanna and Midsummer clings arriving, also grapes.

Stockton—Bartlett pear crop much better than expected earlier in season.

GEORGE H. WILLSON, Assistant Section Director.

Movements of Steamers.

TO ARRIVE.

Steamer.	From.	Due.
Czarina	Portland	July 29
Chehalis	San Pedro	July 29
Enterprise	Hilo	July 29
Del Norte	Crescent City	July 29
Chas. Nelson	Seattle & Tacoma	July 29
Corona	Humboldt	July 29
Elizabeth	Coquille River	July 30
Eureka	Humboldt	July 30
Coos Bay	San Pedro & Way Ports	July 30
Queen	Puget Sound Ports	July 30
Breakwater	Coos Bay	July 30
Sea Foam	Mendocino & Pt. Arena	July 30
Arctic	Humboldt	July 30
Wellington	Oyster Harbor	July 31
S. Dollar	San Pedro	July 31
Homer	San Pedro	July 31
Northland	Portland & Astoria	July 31
Mariposa	Tahiti	July 31
State of Cal	San Diego & Way Ports	July 31
R. Dollar	Seattle	July 31
Sonoma	Sydney & Way Ports	July 31
Sequoia	Willapa Harbor	Aug. 1
Baroda	Iquique	Aug. 1
Ammon	Hamburg & Way Ports	Aug. 1
Pomona	Humboldt	Aug. 1
S. Monica	Grays Harbor	Aug. 1
Vanguard	San Pedro	Aug. 2
Norwood	San Pedro	Aug. 2
Siberia	China & Japan	Aug. 2
Roanoke	Portland & Way Ports	Aug. 2
Aurelia	Portland & Astoria	Aug. 2
St. Paul	Portland & Astoria	Aug. 2
Argo	Eel River Ports	Aug. 2
Curacao	Mexican Ports	Aug. 3
M. F. Plant	Coos Bay & Pt. Orford	Aug. 3
Pt. Arena	Mendocino & Pt. Arena	Aug. 3
Pomo	Point Arena & Albion	Aug. 3
Santa Rosa	San Diego & Way Ports	Aug. 3
Bonita	Newport & Way Ports	Aug. 3
City Puebla	Puget Sound Ports	Aug. 4
Cascade	Portland & Astoria	Aug. 4
San Pedro	Grays Harbor	Aug. 5
Jeanie	Seattle & Tacoma	Aug. 5
G. Lindauer	Grays Harbor	Aug. 6
North Fork	Humboldt	Aug. 6
Columbia	Portland & Astoria	Aug. 7
F. Kilburn	Portland & Way Ports	Aug. 7
San Juan	New York via Ancon	Aug. 7
Nevadan	Honolulu and Kahului	Aug. 7
Umatilla	Puget Sound Ports	Aug. 9

TO SAIL.

Steamer	Destination.	Sails.	Pier.
	July 29.		
J. Higgins	Los Angeles Ports	11 am	Pier 2
Chehalis	Grays Harbor	3 pm	Pier 2
Coronado	Grays Harbor	2 pm	Pier 10
Redondo	Astoria & Portland	7 pm	Pier 10
Arcata	Eel River Ports	3 pm	Pier 2
Newburg	Grays Harbor	2 pm	Pier 10
Pomo	Pt Arena & Albion	6 pm	Pier 2
M. F. Plant	Coos Bay	4 pm	Pier 11
Pt. Arena	Point Arena	4 pm	Pier 2
Bonita	San Pedro & Way	9 am	Pier 11
Umatilla	Puget Sound Ports	11 am	Pier 9
Hamburg	Hamburg & Way	12 m	Pier 19
Alameda	Honolulu	11 am	Pier 7
Acapulco	N. Y. via Ancon	12 m	Pier 40
	July 30.		
Santa Rosa	San Diego & Way	9 am	Pier 11
	July 31.		
Corona	Humboldt	1:30 p	Pier 9
N. Fork	Humboldt	9 am	Pier 20
Columbia	Astoria & Portland	11 am	Pier 24
	August 1.		
S. Monica	Los Angeles Ports	10 am	Pier 2
Eureka	Humboldt	9 am	Pier 5
Breakwater	Coos Bay	5 pm	Pier 8
Elizabeth	Coquille River	5 pm	Pier 20
Chas. Nelson	Seattle & Tacoma	5 pm	Pier 20
	August 2.		
Norwood	Grays Harbor	.....	Pier 2
Sea Foam	Point Arena	4 pm	Pier 2
Arctic	Humboldt	9 am	Pier 2
Coos Bay	San Pedro & Way	9 am	Pier 11
Coptic	China & Japan	1 pm	Pier 40
Roanoke	Los Angeles Ports	7 pm	Pier 5
Vanguard	Humboldt	10 am	Pier 27
	August 3.		
San Mateo	Nome & S. Michael	.....	.....
Pomona	Humboldt	1:30 p	Pier 9
State of Cal	San Diego & Way	9 am	Pier 11
Queen	Puget Sound Ports	11 am	Pier 9
	August 4.		
Northland	Astoria & Portland	9 am	Pier 27
	August 5.		
Sequoia	Willapa Harbor	12 m	Pier 20
City Panam	N. Y. via Ancon	12 m	Pier 40
Aurelia	Astoria & Portland	5 pm	Pier 27
St. Paul	Astoria & Portland	11 am	Pier 24
	August 6.		
Mariposa	Tahiti	11 am	Pier 7
	August 7.		
Curacao	Mexican Ports	10 am	Pier 11
	August 8.		
Cascade	Astoria & Portland	5 pm	Pier 2
City Puebla	Puget Sound Ports	11 am	Pier 9
	August 9.		
F. Kilburn	Portland & Way	2 pm	Pier 27

FROM SEATTLE.

Steamer.	Destination.	Sails.
Cottage City	Skagway & Way Ports	July 29
Santa Clara	Valdez & Seward	July 30
Jefferson	Skagway & Way Ports	July 30
Humboldt	Skagway & Way Ports	July 31
Excelsior	Seward & Way Ports	Aug. 1
Ohio	Nome & St. Michael	Aug. 1
Farallon	Skagway & Way Ports	Aug. 2
Dolphin	Skagway & Way Ports	Aug. 4
City Seattle	Skagway & Way Ports	Aug. 4
Portland	Cooks Inlet & Way Pts	Aug. 10
Senator	Nome & St. Michael	Aug. 10

FLOW OF CALIFORNIA RIVERS.

The following table gives a comparative statement for two years of the estimated flow of certain California rivers in cubic feet per second, or second feet. The figures for the last year may be revised by later measurements. The figures are by W. B. Clapp, hydrographer, United States Geological Survey:

TUOLUMNE RIVER AT LA GRANGE.

DATE.	Second Feet. 1904.	1905.
July 16	2150	1465
July 17	2184	910
July 18	2278	975
July 19	2164	748
July 20	2464	712
July 21	2347	687
July 22	2352	687

Including Modesto and Turlock canals.

KINGS RIVER, NEAR SANGER.

DATE.	Second Feet. 1904.	1905.
July 16	1510	1470
July 17	1470	1350
July 18	1470	1272
July 19	1510	1198
July 20	1470	1160
July 21	1470	1085
July 22	1470	1048

TULE RIVER, NEAR PORTERVILLE.

DATE.	Second Feet. 1904.	1905.
July 16	18	37
July 17	15	32
July 18	15	32
July 19	15	28
July 20	15	28
July 21	12	28
July 22	12	24

SACRAMENTO RIVER, NEAR RED BLUFF.

DATE.	Second Feet. 1904.	1905.
July 16	8965	5650
July 17	8500	5650
July 18	8500	5530
July 19	8500	5530
July 20	8200	5410
July 21	8200	5410
July 22	8200	5410

ASA WELLS' WIDOW GAINS A HOMESTEAD

Court Holds That She Is Entitled to Ellis-Street Property.

Mrs. Reba E. Wells, widow of the late Asa R. Wells, has won her fight for a homestead on the Ellis-street realty left by her husband. Judge Coffey decided in her favor yesterday, thus defeating the hopes of the adult children of the deceased and the petition of the executors of his will for an order of sale of the property. The children opposed the setting aside of the proprty to the widow as a homestead on the ground that she was already comfortably situated in the late residence of the deceased and further that the property to which she sought the sole right of enjoyment was in the business portion of the city and not suitable for a homestead. In disposing of the contentions of the children and the executors Judge Coffey says:

Upon the facts in evidence it must be concluded that the premises sought to be set aside constitute community property. The property is not susceptible of partition. The widow is entitled to a homestead, even if it consumed the entire estate, irrespective of the claims of creditors, and notwithstanding that there are no minor children.

Neither the deceased nor the petitioner selected a homestead during the lifetime of the deceased; and the only real property belonging to the estate is the piece which the petitioner now asks to have set apart to her as a homestead. The property is