SAILOR BOY IS STRIPPED OF CANVAS

Schooner Weathers a Terrific Hurricane.

Part of Deck Load Is Swept Overboard.

The fourteen miles of planking through which the steamer Chehalis, which arrived here the other day, passed came from the schooner Sailor Boy, which came into port yesterday from Grays Harbor with a tale of as tough a fight with the elements as ever coaster reported. During the hurricane the schooner's deck load was swept overboard and it was part of this 7000 feet of lumber that the Chehalis found strewed along fourteen miles of her way down the coast.

It was on October 5 at 8 o'clock p. m. when the Sailor Boy was in latitude 46 degrees 15 minutes, longitude 125 degrees 55 minutes that the trouble began with a heavy blow from the east southeast. The wind gradually drew around to the southward and increased in velocity until 9 p. m., when it was blowing with hurricane force. By this time the schooner was down to double reefed mainsail. The foresail was split when an attempt was made to take it in.

At 1 o'clock a. m., October 6, the main sheet chain carried away and the main boom snapped. Every ribbon of canvas by this time had been blown away and the schooner, except for the spanker, was under bare poles and at the mercy of sea and wind.

As she wallowed in the trough of the waves three of the deck-load lashings parted, the deck load shifted to starboard and then slid overboard. The lumber went through the spanker, bursting the sail and mast hoops. The gale continued until sunrise, but it was forty hours from the time the blow began until the vessel was again under mainsail and jibs.

The Sailor Boy was eleven days coming from Grays Harbor. She reached port with 360,000 feet of lumber.

Was in Terrific Storm.

The British tramp steamer Agincourt, Captain T. H. Worsnop, arrived yesterday from Hakodate with 4400 tons of sulphur. The Agincourt was built on the Tyne in 1904, but in spite of her youth has been wrecked once and nearly destroyed another time. She was wrecked on her maiden voyage. She carried coal from Barry to Nagasaki and on her way from the Japanese port to India was driven ashore north of Hongkong. She stranded on the only strip of sandy beach for miles. She was floated and in about six months was in commission again, good as ever. She was anchored off the Woo Sung lightship September 1, when a fierce north easterly squall struck her. This was at 6 o'clock in the morning. She dragged her anchor and at 9 o'clock ran into Woo Sung. There both anchors were let go and all day and all night she lay with a big head of steam and the engineers standing by the engines, ready for any emergency. The wind had changed to northwest and in spite of both anchors the Agincourt drifted shoreward until her heel nearly touched the beach. No attention was paid to the freighter's signals of distress. Captain Worsnop decided to run out to sea. He found both anchors had fouled the cable. The pilot advised him that the cable company would compensate him for the loss of his anchors if he slipped them instead of breaking the cable. Two anchors and thirty fathoms of chain were therefore left on the bottom of Woo Sung harbor and the Agincourt steamed away.

The French mail steamer Lorraine was in plight similar to the Agincourt's. Time was precious with the Lorraine and she needed her anchors so she sacrificed the cable. The Agincourt was blamed for breaking the cable and will have to wait for compensation until the cable company makes a submarine investigation.

In that same storm Woo Sung and Shanghai were flooded and local shipping suffered severely.

The chief officer of the Agincourt is H. Sims, who was last here as mate of the British ship Cingimore, which was laid up so long at Sausalito.

Bloody Battle on the Greenwood.

All hands and the cook of the steam schooner Greenwood were drunk yesterday afternoon and the idlers and longshoremen on Mission-street wharf were entertained for about fifteen minutes by one of the goriest sailor fights that ever crimsoned the deck of a coaster. Everybody seemed to have a grudge against everybody else. Eyes were blackened and knuckles skinned. Rules were suspended. Sometimes four sailors danced on the face of one prone shipmate. The tide of battle would turn and one lone Norseman would drive all hands before him. There was nothing serious about the affair until Victor Oksa remembered that William Redell, the steward, had once served him with cold coffee. Victor unsheathed a keen edged knife and buried part of the blade in the starboard side of the steward's neck. In the struggle which followed all hands joined and when the police arrived not a man aboard the Greenwood but was smeared with crimson gore. Oksa's thumb was nearly severed and several others suffered incisions, contusions and abrasions galore.

Just before the battle, Victor Oksa discarded a clean, white canvas cap. In the expectation of extensive trouble he laid it in the scuppers and placed a box over it. As the Harbor police were dragging the blood-stained mariner across the deck, he made a gigantic effort and shook himself clear of the bluecoats. He rushed to the scupper, carefully lifted the box and picked up his snow-white cap. He carefully smoothed out the wrinkles. He set the cap jauntily on his tumbled tresses and stepped up to the policeman, saying:

"Aye tank ay batter go to yail."

Freighter American Arrives.

The American Hawaiian Steamship Company's freighter American, Captain Colcord, arrived yesterday from New York by way of Coronel and San Diego. She was sixty-one days coming from New York. She left 900 tons of cargo at San Diego and has about 5000 tons of freight for this port. Captain Colcord reports an uneventful trip.

The Overdue List.

The vessels on the overdue list are quoted for reinsurance as follows: Edmund, 35 per cent; St. Donatien, 10 per cent; Principality, 90 per cent; Affezione, 25 per cent; Forteviot, 25 per cent; Kilmallie, 10 per cent, and Duchesse de Berry, 15 per cent.

Makes Smart Passage.

The bark Olympic, which arrived off the port last evening, was only fifteen days coming up from Honolulu. The Archer came up in thirteen days, but with that exception the Olympic's time is the best for some months.

NEWS OF THE OCEAN.

Items of Interest to Mariners and Shipping Merchants.

The latest charters reported are: The British steamer Auchanblae, wheat from Portland to two points in Japan at $4 75, chartered prior to arrival; British ship Carradale, same business from Portland to Europe, 27s 6d; British ship Dunstaffnage, same from Puget Sound to Europe; British tank steamer Azov, oil from Port Harford to Chile; British ship Nivelle, lumber from Puget Sound to Sydney, 30s.

The Sonoma's Cargo.

The steamer Sonoma, which sailed on Thursday for Sydney via Honolulu, Pago Pago and Auckland, carried a general merchandise cargo valued at $280,519, to be distributed as follows: For Honolulu, $11,645; Samoan Islands, $10,558; New Zealand, $89,497; Australia, $160,544; South Africa, $7706; Fiji Islands, $569. The following were the principal exports:

To Honolulu—5766 lbs fresh meat, 3812 lbs dressed poultry, 9790 lbs butter, 372 lbs fresh fish, 35 cs eggs, 400 pkgs fresh fruits, 67 pkgs fresh vegetables, 7 cs dry goods, 3 cs electrical goods, 9 cs jewelry.

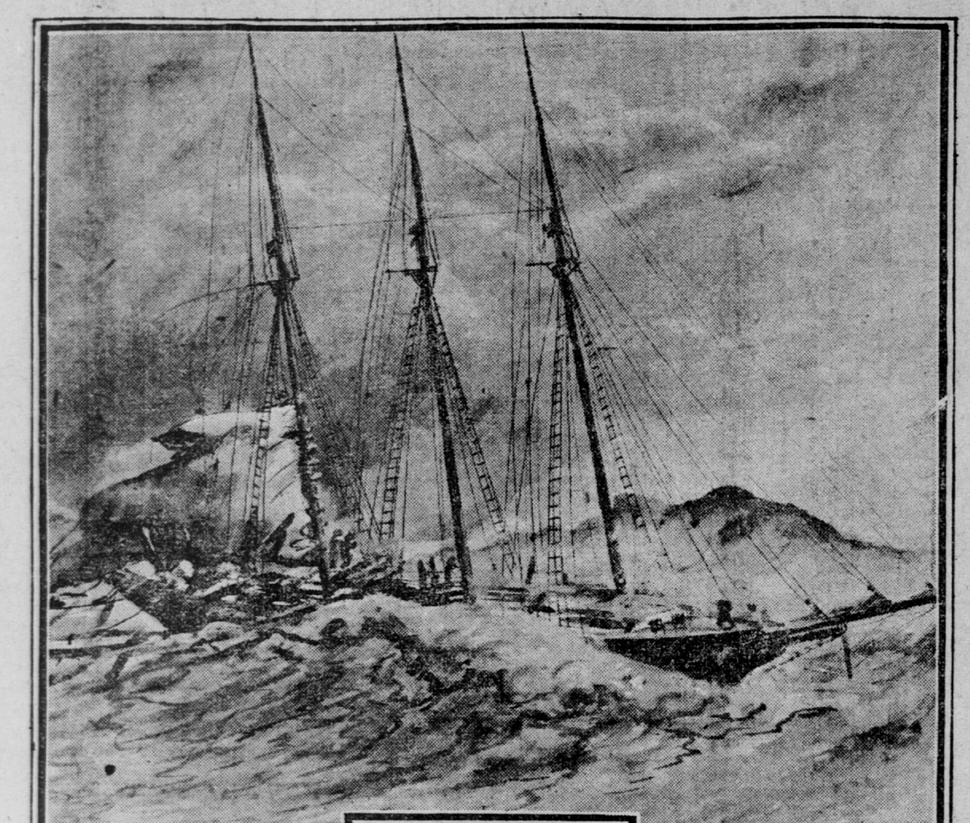
To Samoan Islands—25 bbls flour, 206 cs 107 pkgs salmon, 8060 lbs rice, 700 lbs salt, 18 pkgs fresh fruits, 20 cs table preparations, 61 crts potatoes, 23 crts onions, 68 cs canned goods, 1233 lbs bread, 500 lbs 5 cs millstuffs, 48 pkgs groceries and provisions, 10 gals wine, 3 bbls beer, 16,882 ft 349 pcs lumber, 15 cs arms and ammunition, 8 pkgs 12 pcs millwork, 19 cs boots and shoes, 2 cs dry goods, 5 cs drugs, 3 cs paints, 5 pkgs bicycle goods, 16 bales bags, 370 pkgs Government stores.

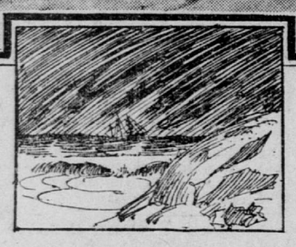
To New Zealand—216,610 lbs 400 bxs raisins, 143,347 lbs assorted dried fruits, 4100 pkgs potatoes, 2481 pkgs onions, 2645 pkgs fresh fruits, 4600 lbs codfish, 2675 cs canned fruits, 750 cs canned salmon, 40 cs assorted canned goods, 5431 lbs beans, 1900 lbs hops, 8 cs table preparations, 4 cs chocolate, 20 cs salt, 10 cs cheese, 8 cs millstuffs, 150 cs 17½lbs lubricating oil, 60 cs paints, 12 pkgs arms and ammunition, 35 bales 10 cs rubber goods, 313 cs agricultural implements, 229 pkgs metal polish, 570 sks plaster, 36 bales rubber hose, 40 cs drugs, 8 cs dry goods, 39 cs boots and shoes, 7618 lbs bluestone, 27 pkgs machinery, 1003 lbs cascara bark, 13 pkgs wagon material, 30 crts sewing machines, 4 cs leather, 28 pkgs roofing material, 2 pkgs automobile supplies.

To Australia—12,619 cs canned salmon, 150 half-bbls pickled salmon, 334 cs assorted canned goods, 4360 pkgs fresh fruits, 3375 sks potatoes, 850 crts onions, 59,419 lbs hops, 23,360 lbs raisins, 29,555 lbs assorted dried fruits, 27,835 lbs coffee, 1275 lbs millstuffs, 10 cs syrup, 29,800 lbs codfish, 4 bbls pickles, 3 cs mineral water, 425 pkgs roofing material, 203 cs paints, 10 pkgs automobiles and parts, 5396 lbs seeds, 5077 lbs bluestone, 40 cs arms and ammunition 24 bales leather, 471 pkgs metal polish, 7 cs dry goods, 41 cs boots and shoes, 18 bales overalls, 229 pkgs agricultural implements, 26 bales 4 cs rubber goods, 229 cs drugs, 33 bales rubber hose, 60 pkgs machinery, 3 cs lubricating oil, 40 cs typewriters, 24 cs axle grease, 30 crts sewing machines.

To South Africa—275 cs canned salmon, 850 pkgs roofing material, 260 cs paints, 2 cs nails.

To Fiji Islands—32 crts onions, 20 sks potatoes, 16 cs canned goods, 1 cs cheese, 4 bales overalls, 1 cs dry goods.





SCHOONER SAILOR BOY, WHICH ENCOUNTERED A HURRICANE ON WAY FROM GRAYS HARBOR.

Movement of Steamers.

TO ARRIVE.

Steamer.	From.	Due.
Redondo	Portland & Astoria	Oct. 14
Nome City	Seattle	Oct. 14
Phoenix	Crescent City	Oct. 14
Vanguard	San Pedro	Oct. 14
M. F. Plant	Coos Bay & Pt. Orford	Oct. 14
Anubis	Hamburg & Way Ports	Oct. 14
Bonita	Newport & Way Ports	Oct. 14
Roanoke	Portland & Way Ports	Oct. 14
Norwood	Grays Harbor	Oct. 15
Tiger	Tacoma	Oct. 15
Aragonia	China and Japan	Oct. 15
Germanicus	Oyster Harbor	Oct. 15
Acme	Willapa Harbor	Oct. 15
G. Lindauer	Grays Harbor	Oct. 15
Breakwater	Coos Bay	Oct. 15
Corona	Humboldt	Oct. 15
Sea Foam	Mendocino & Pt. Arena	Oct. 15
Arctic	Humboldt	Oct. 15
North Fork	Humboldt	Oct. 16
Chehalis	San Pedro	Oct. 16
Northland	San Pedro	Oct. 16
Columbia	Portland & Astoria	Oct. 16
State of Cal	San Diego & Way Pts.	Oct. 16
F. Leggett	San Pedro	Oct. 17
Amer Maru	China & Japan	Oct. 17
Del Norte	Crescent City	Oct. 18
Eureka	Humboldt	Oct. 18
Pomona	Humboldt	Oct. 18
Coos Bay	San Pedro & Way Pts	Oct. 18
City Puebla	Puget Sound Ports	Oct. 18
Pomo	Point Arena & Albion	Oct. 19
Santa Rosa	San Diego & Way Ports	Oct. 19
Centralia	Grays Harbor	Oct. 19
Nebraskan	Honolulu & Kahului	Oct. 19
Waddon	Iquique	Oct. 19
Oregonian	Seattle	Oct. 20
City Sydney	New York via Ancon	Oct. 20
Homer	Portland & Astoria	Oct. 20
S. Monica	Grays Harbor	Oct. 20
Enterprise	Hilo	Oct. 21
Costa Rica	Portland & Astoria	Oct. 21
Newburg	Grays Harbor	Oct. 22
Siberia	China and Japan	Oct. 22
Cascade	Portland & Astoria	Oct. 23
Ventura	Sydney & Way Ports	Oct. 23
Umatilla	Puget Sound Ports	Oct. 23

TO SAIL.

Steamer.	Destination.	Sails.	Pier.
	October 14.		
Elizabeth	Coquille River	2 pm	Pier 20
W. Kruger	Los Angeles Ports	6 pm	Pier 2
Rainier	Seattle & Bell'ham	2 pm	Pier 10
Vanguard	Humboldt	10 am	Pier 27
Nome City	Los Angeles Ports	2 pm	Pier 16
Costa Rica	Astoria & Portland	11 am	Pier 24
Pomo	Pt. Arena & Albion	6 pm	Pier 2
Roanoke	Los Angeles Ports	6 pm	Pier 5
Aurelia	Astoria & Portland	5 pm	Pier 27
City Panam	N. Y. via Ancon	12 m	Pier 40
C. Nelson	Seattle & Tacoma	9 am	Pier 20
Pomona	Humboldt	1:30 p	Pier 9
	October 15.		
Norwood	Los Angeles Ports	1 pm	Pier 2
Eureka	Humboldt	9 am	Pier 5
S. Rosa	San Diego & Way	9 am	Pier 11
	October 16.		
Iaqua	Seattle & Tacoma	5 pm	Pier 2
Chehalis	Grays Harbor		Pier 2
Noyo	Humboldt	5 pm	Pier 20
M. F. Plant	Coos Bay	4 pm	Pier 11
Northland	Astoria & Portland	10 am	Pier 27
San Pedro	Grays Harbor	4 pm	Pier 2
	October 17.		
Corona	Humboldt	1:30 p	Pier 9
Breakwater	Coos Bay	5 pm	Pier 8
Mariposa	Tahiti direct	11 am	Pier 7
Queen	Puget Sound Ports	11 am	Pier 9
Bonita	Newport & Way	9 am	Pier 11
	October 18.		
F. Kilburn	Portland & Way	2 pm	Pier 27
Arctic	Humboldt	9 am	Pier 2
Sea Foam	Point Arena	4 pm	Pier 2
	October 19.		
State of Cal	San Diego & Way	9 am	Pier 11
G. Lindauer	Grays Harbor	1 pm	Pier 2
Columbia	Astoria & Portland	11 am	Pier 24
	October 20.		
Oregonian	New York direct		Pier 23
	October 21.		
Coos Bay	San Pedro & Way	9 am	Pier 11
Coptic	China & Japan	1 pm	Pier 40
San Juan	N Y via Ancon	12 m	Pier 40
	October 22.		
City Puebla	Puget Sound Pts	11 am	Pier 9

FROM SEATTLE.

Steamer.	Destination.	Sails.
Santa Clara	Valdez & Seward	Oct. 14
Dolphin	Skagway & Way Ports	Oct. 15
Santa Ana	Seward & Way Ports	Oct. 16
Jefferson	Skagway & Way Ports	Oct. 20
Portland	Cooks Inlet & Way Pts	Oct. 25
Edith	Valdez & Seward	Oct. 26

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, OCTOBER 14.

Sun rises 6:18
Sun sets 5:35
Moon rises .....6:26 p. m.

Oct.	Time H W	Ft.	Time L W	Ft.	Time H W	Ft.	Time L W	Ft.
14	0:10	4.7	5:25	1.9	11:48	5.1	6:03	0.9
15	0:53	4.5	5:57	2.2	12:07	5.1	6:34	0.8
16	1:35	4.3	6:38	2.5	12:25	5.0	7:13	0.7
17	2:22	4.2	7:03	2.8	12:55	5.0	7:55	0.6
18	3:14	4.1	7:46	3.0	1:30	4.9	8:42	0.6
19	4:12	4.1	8:42	3.2	2:15	4.9	9:39	0.6
20	5:12	4.2	9:55	3.2	3:15	4.7	10:40	0.6
21	6:10	4.4	11:12	3.2	4:34	4.6	11:42	0.7

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., Friday, Oct. 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.

SHIPPING INTELLIGENCE.

ARRIVED.

Friday, October 13.

Br stmr Agincourt, Worsnop, 18 days from Hakodate.

Stmr National City, Hammar, 16 hours from Fort Bragg; bound to Redondo; put in for passengers.

Stmr San Pedro, Rasmussen, 65 hours from Grays Harbor.

Stmr Coronado, Lundquist, 64 hours from Grays Harbor; bound south; put in to land passengers.

Stmr Queen, Cousins, 60 hours from Victoria and Puget Sound ports.

Stmr American, Colcord, 61 days from New York, via Coronel 23 days and San Diego 41 hours.

Stmr Iaqua, Johnson, 22 hours from Eureka.

Stmr South Coast, Paulsen, 16 hours from Caspar.

Stmr Eureka, Jessen, 24 hours from Eureka.

Stmr Prentiss, Ahlstrom, 24 hours from Eureka.

Stmr Santa Cruz, Cann, 10 hours from Santa Cruz.

Stmr Maggie, Corning, 4 hours from Halfmoon Bay.

Bark Olympic, Evans, 15 days from Honolulu.

Bktn Arago, Semsen, 4 days from Columbia River.

Schr Novelty, Simmie, 4 days from Coos Bay.

Schr Sailor Boy, Olsen, 11 days from Grays Harbor.

Schr Abbie, Larsen, 36 hours from Shelter Cove.

Schr Bessie K, Stark, 11 hours from San Vicente Landing.

Schr Salvator, Rosengren, 10 days from Bellingham.

Schr Henry Wilson, Johnson, 8 days from Grays Harbor.

CLEARED.

Friday, October 13.

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

Stmr Pomona, Swanson, Eureka; Pacific Coast Steamship Company.

SAILED.

Friday, October 13.

Stmr Coos Bay, Nicolson, San Pedro.

Stmr Maggie, Corning, Halfmoon Bay.

Stmr Whittier, Dickson, Portland.

Stmr Point Arena, Buchard, Point Arena.

Stmr National City, Hammar, Redondo.

Stmr Alcazar, Fosen, Point Arena.

Stmr Brooklyn, Hansen, Mendocino.

Stmr Scotia, Johnson, Bowens Landing.

Stmr Aberdeen, Kelly, Grays Harbor and Portland.

Stmr Greenwood, Walvig, Point Gorda.

Stmr Coronado, Lundquist, San Pedro.

Br ship Euphrosyne, Thomson, Portland, re.

Schr Roy Somer, Selland, Grays Harbor.

Schr Confianza, Chelmens, Notleys Landing.

Tug Sea King, Rasmussen, San Pedro, with barge Santa Paula in tow.

Barge Santa Paula, Pelle, San Pedro.

SPOKEN.

Oct 2—Lat 50 N, long 26 W, Ger ship Neck, from Vancouver for Sunderland.

TELEGRAPHIC.

POINT LOBOS, October 13, 10 p m—Weather hazy; wind S; velocity 6 miles per hour.

DOMESTIC PORTS.

PORT HADLOCK—Arrived Oct 12—Nor stmr Tiger, from Tacoma.

Sailed Oct 13—Nor stmr Tiger, for San Francisco.

SEATTLE—Arrived Oct 13—Stmr Meteor, hence Oct 9. Oct 13—Bktn Nicholas Thayer, from Nome.

Sailed Oct 13—Stmr Geo Loomis, for San Francisco.

UMPQUA RIVER—Sailed Oct 12—Stmr San Gabriel, for San Pedro via Eureka; schr Lily, for San Francisco.

PORT BLAKELEY—Sailed Oct 12—Bktn Northwest, for San Francisco.

CHEMAINUS—Sailed Oct 12—Br ship Comliebank, for Antofagasta.

ANACORTES—Sailed Oct 12—Schr Admiral, for San Pedro.

ASTORIA—Arrived Oct 12—Schr Beulah, from San Pedro.

Sailed Oct 12—Schr Nokomis, for San Francisco. Oct 13—Br stmr Imaum, for Japan.

Arrived Oct 13—Stmr South Bay, hence Oct 10.

EUREKA—Arrived Oct 13—Stmr Arctic, hence Oct 12; stmr San Gabriel, from Umpqua River; stmr Roanoke, from Astoria.

Sailed Oct 13—Stmr Roanoke, for San Francisco; stmr Pasadena, for San Francisco.

PORT HARFORD—Arrived Oct 13, 7 a m—Stmr Argyll, with bktn Fullerton in tow, hence Oct 12.

UNION LANDING—Arrived Oct 13—Stmr Newsboy, hence Oct 11.

VENTURA—Sailed Oct 8—Schr Annie Larsen, for Willana Harbor.

REDONDO—Sailed Oct 12—Schr Mindora, for Grays Harbor.

Sailed Oct 13—Stmr Vanguard, for San Francisco.

TATOOSH—Passed in Oct 13—Stmr Dirigo, from Skagway for Seattle.

Passed out Oct 13—Bktn Northwest, from Port Blakeley for San Francisco.

Passed in Oct 13—Schr Endeavor, hence Oct 4 for Port Townsend.

OLYMPIA—Arrived Oct 13—Schr G W Watson, from San Pedro.

PORT TOWNSEND—Passed Oct 13—Schr Samar, from Redondo.

Arrived Oct 13—Fr ship Marechal Suchet, from Hamburg.

Sailed Oct 13—Schr Inca, for Callao; schr Spokane, for Honolulu.

MONTEREY—Arrived Oct 13—Schr Santiago, hence Oct 12, and sailed for San Francisco, in tow of tug Defiance.

PORT GAMBLE—Sailed Oct 13—Schr Spokane, for Honolulu.

Weather Report.

(120th Meridian—Pacific Time.)

SAN FRANCISCO, Oct. 13—5 p. m.

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

Cincinnati	54-40	Philadelphia	54-40
Boston	60-42	New York	52-40
Jacksonville	68-54	Pittsburg	46-33
St. Louis	64-52	Washington	54-36
Chicago	52-44	New Orleans	70-58
Honolulu, H. T.	82-70		

SAN FRANCISCO.....70-52

THE COAST RECORD.

STATIONS.	Barometer.	Maximum Temperature	Minimum Temperature	Direction of Wind	State of Weather	Precipitation
Baker	30.20	48	32	N	Clear	.00
Carson	30.00	54	42	NE	Clear	.00
Eureka	30.06	56	44	N	Clear	.00
Fresno	29.84	78	54	LW	Clear	.00
SE, Farrallon	29.92	54	52	NW	Clear	.00
Flagstaff	29.68	60	30	SW	Clear	.00
Independence	....	..	52	....	.....	.00
Los Angeles	29.88	70	60	SE	Clear	.00
Mt Tamalpais	29.95	70	56	NW	Clear	.00
North Head	30.22	54	44	N	Cloudy	.00
Phoenix	29.88	86	58	W	Clear	.00
Pt. Reyes Lt.	29.89	57	50	N	Clear	.00
Pocatello	30.08	48	36	SW	Clear	T.
Portland	30.18	52	44	NW	Cloudy	T.
Red Bluff	29.92	74	58	N	Cloudy	.00
Roseburg	30.12	58	36	W	Pt.Cldy	.00
Sacramento	29.88	76	48	NW	Clear	.00
Salt Lake	29.96	52	46	NW	Clear	.01
San Francisco	29.92	70	52	W	Clear	.00
San Jose	29.88	78	46	UW	Clear	.00
S. L. Obispo	29.90	68	50	W	Clear	.00
San Diego	29.88	66	64	SW	Cloudy	.00
Seattle	30.22	52	36	W	Cloudy	.00
Spokane	30.24	54	30	S	Clear	.00
Tatoosh	30.18	52	44	S	Cloudy	.00
Walla Walla	30.22	58	40	S	Clear	.00
Winnemucca	30.14	54	28	NW	Clear	.00
Yuma	29.68	90	64	SW	Clear	.00

WEATHER CONDITIONS AND GENERAL FORECAST.

The weather continues fair over the entire country west of the Rocky Mountains, except that light showers have occurred in Utah and cloudy weather prevails from Los Angeles to San Diego.

Light frosts have occurred at Eureka, Roseburg and Portland. Cooler weather is reported in Nevada, Utah and Southern Idaho.

The following high winds have occurred: Flagstaff, 36 miles southwest, and Modena, 30 northwest.

FORECAST FOR OCTOBER 14:

San Francisco and vicinity—Fair Saturday, with fog in the morning; light south winds, changing to brisk westerly.

Los Angeles and vicinity—Cloudy, unsettled weather Saturday; light north wind, changing to southerly.

Sacramento Valley—Fair Saturday; light north wind; light frost Saturday morning.

San Joaquin Valley—Fair Saturday; light north wind.

Coast—Fair Saturday; fresh west winds.

Nevada—Fair Saturday; warmer Saturday night.

A. G. McADIE, District Forecaster.

COOS BAY—Sailed Oct 13—Stmr Breakwater, for San Francisco; stmr M F Plant, for San Francisco.

Arrived Oct 13—Schr Corinthian, from Eureka; schr North Bend, hence Oct 3.

FORT BRAGG—Arrived Oct 13—Stmr J S Higgins, hence Oct 12.

PORT LOS ANGELES—Arrived Oct 13—Stmr Northland, from San Pedro.

SOUTH BEND—Sailed Oct 13—Schr Prosper, for San Pedro.

SAN PEDRO—Arrived Oct 13—Schr Blakeley, from Port Blakeley.

Sailed Oct 13—Stmr Navarro, for San Francisco.

NEWPORT BEACH—Sailed Oct 13—Schr Bertha Dolbeer, for Eureka.

WESTPORT—Arrived Oct 13—Stmr Westport, hence Oct 12.

ISLAND PORT.

HONOLULU—Arrived Oct 13—Bark Albert, hence Sept 30.

Sailed Oct 13—Ital war stmr Calabria, for Suva.

EASTERN PORT.

NEW YORK—Sailed Oct 12—Br brig Marconi, for Colon and San Blas.

FOREIGN PORTS.

VALPARAISO—Arrived Oct 6—Br ship Deanmount, from Newcastle, Aus.

DUNGENESS—Passed Oct 11—Br ship Cressington, from Rotterdam for San Francisco.

YOKOHAMA—Sailed Oct 13—Stmr Siberia, for San Francisco.

SYDNEY—Arrived Oct 13—Br bark Melanope, from Bellingham.

GIBRALTAR—Passed Oct 13—Ger stmr Luxor, from Hamburg for San Francisco.

HAMBURG—Arrived Oct 11—Ger stmr Sesostris, hence May 6.

TALTAL—Arrived Oct 13—Bktn Echo, from Columbia River.

Memoranda.

The steamers Virginia and Venetia of Hamburg American line will be placed in regular fortnightly sailings between New York and Colon; the Virginia will sail Oct 19 for Colon.

Per Sailor Boy, from Grays Harbor Oct 13—Oct 5, 8 p m, lat 46 15, long 125 55 W, got a heavy blow from ESE, increasing to a hurricane, wind finally hauling to south at 9 p m; had her down to double reefed mainsail; split the foresail by taking it in; Oct 6, at 1 a m, carried away mainsheet chain and broke main boom; vessel then had no canvas on and at mercy of the sea; wind shifting big seas over the vessel; carried away three deck lashings and shifted deckload to starboard; lost about 7000 feet of lumber, the lumber going through spanker and bursting sail and mast hoops; gale kept on until sunrise; we were then 40 hours till we got mainmast and jibs on.

Landlady Violates Gas Ordinance.

C. Bauer, who lives with his wife in a lodging-house at 1510 Pine street, obtained a warrant from Police Judge Mogan yesterday for the arrest of the landlady, Mrs. C. Badmer, on a charge of violating the ordinance which makes it unlawful for lodging-house keepers to turn off the gas. Bauer said his wife went to bed at 10 o'clock Wednesday night, leaving the gas burning. He got home about 2 o'clock next morning and had to break open the door. The room was full of gas and his wife was nearly asphyxiated. He remonstrated with Mrs. Badmer, but she again turned the gas off on Thursday night.

When your liver is inactive, when you are dull and drowsy by day and restless at night, take Lash's Bitters.

MAKES CHARGE OF CONSPIRACY

Widow of Late Simon H. Seymour Objects to Partial Distribution of the Estate

WILL FILE A CONTEST

Says Collateral Heirs Have Agreed to Stand Together and Share Judgments

A conspiracy to secure possession of $240,000 outside of their legal share of the estate of the late Simon H. Seymour is charged against August H. V. Kordmeier, Henrietta F. Eckhardt, the two children of Louisa Hebrack and the seven children of Henry Kordmeier in an answer filed yesterday by Susan C. Seymour, widow of the deceased, to the petition of Henrietta F. Eckhardt et al. for partial distribution of decedent's estate. The petitioners are nieces and nephews of the deceased, and to them Seymour conveyed the bulk of his estate before his death by deed and by his will, giving Mrs. Seymour only half of a piece of property in Los Angeles, which, he said, was the only community property in his large estate.

Mrs. Seymour first protests against the petition for distribution on the ground that she purposes filing a contest to her deceased husband's will in the near future and that if the petition is granted it might operate to defeat her interests and react as a great injustice upon her. Furthermore, she says, the petitioners are not heirs at law of the deceased, and that their claim that the estate is unincumbered and ready for distribution is not true.

She next points to suits that have been instituted by August H. V. Kordmeier to recover possession of 800 shares of Spring Valley Water stock, valued at $40 a share, some $50,000 in the Bank of California and real and personal property, bringing the total valuation of his claims up to $240,000. And supporting him in his suits, she says, are the collateral heirs of the deceased. They are supporting him, she says, by reason of an agreement among them that amounts to a conspiracy that in event he recovers judgment they will divide the spoils of the litigation to her exclusion and inestimable damage.

She further purposes demanding a homestead upon property of the deceased claimed by the collateral heirs, she says, and demands that the estate be left intact until her interests have been finally determined. She further asserts that half of the entire estate of the deceased belongs to her by virtue of her community rights, claiming that Seymour acquired all of his wealth after he married her in 1878.

In the contest to the will she purposes instituting she will charge that relatives of the deceased poisoned his mind against her, and, further, that undue influence was exercised over him to cause him to cast her off with the small bequest that he could not escape making her under the laws of the State.

Judge Kerrigan will hear the petition for distribution at the conclusion of the Davis will contest.

MANY CHANGES MADE BY POSTMASTER FISK

Seven Clerks Are Gained for the Main Office by Transfers.

Postmaster Fisk made a number of transfers and promotions yesterday for the purpose of expediting the work of distributing the mail in this city. By these transfers he has gained seven additional clerks for the main postoffice, while not impairing the strength of any of the outposts. A new department, to be known as the general service division, has been created and an inquiry office established, with Roger Reynolds, superintendent of station 36, assigned to the head, with Fred Croumer and George B. McCarty as assistants. James E. Power, foreman of the distributors, has been appointed examiner of stations—another new office. Day and night shifts will be rotated, and it is expected that twenty minutes time will be saved in the collection of the mail from downtown stations. Station K, at the corner of New Montgomery and Mission streets, and the ferry station will be closed daily hereafter at 6 p. m., but the main postoffice at Seventh and Mission streets will remain open until 11 p. m. The following is a list of the promotions and transfers:

J. Gorfinkel, appointed superintendent of station F; Guy T. Gould, superintendent of station F, appointed assistant superintendent of delivery; B. L. Hesseltine, from assistant superintendent of delivery to record clerk; Louis Miller, from superintendency of station K to superintendency of station O; D. N. Fitzgerald, superintendent of A to superintendency of K; W. S. Wands, clerk of Presidio to superintendency of J; W. J. Morrison, distributor, to foreman of distributors in the main office; M. L. Culver, superintendent of station B, to money order clerk at A; E. J. Barton, foreman of general delivery, to superintendent of B; Bert Mahoney, "nixie" clerk, to foreman of general delivery; G. J. Asmussen, distributor, to "nixie" clerk; M. L. Friedlander, superintendent of O, to superintendency of 36; A. J. Vining, foreman main office, to foreman B; W. F. Douglass, foreman of carriers, to ditto main office; W. W. Waters, box clerk at B, to foreman of carriers at K; J. W. Burson, clerk main office, to clerk at stamp window at K; G. M. Scheper, clerk at O, to the same at Presidio.

The following have been transferred to the main office as distributors: G. P. Moran, O. Schutt, I. Simon, P. H. Millberry, Thomas Welch, J. A. Wagner, M. Gibney, J. A. Murphy, transferred from distributor to special delivery.

Tetrazzini Appears in Court.

The second case of Julio Z. Uriburu, charged with felony embezzlement on complaint of Madame Luisa Tetrazzini, the diva, was called for trial before a jury in Judge Lawlor's court yesterday. District Attorney Byington asked for a continuance till next Wednesday, which was opposed by Attorney Charles Peery for the defendant, but the Judge granted the continuance, as Byington said he could not proceed without the testimony of Theodore Kytka, the handwriting expert, who was engaged in another court. Madame Tetrazzini was in court looking radiant in a light green costume.

Masons Elect Grand Officers.

The Grand Lodge of Free and Accepted Masons at its session yesterday, which was continued until a late hour, elected the following named as the officers for the ensuing Masonic year:

Motley H. Flint of Los Angeles, grand master; Edward H. Hart of Berkeley, deputy grand master; George M. Perrine, senior grand warden; R. H. Lloyd, junior grand warden; George Johnson, grand secretary, and Edward Coleman, grand treasurer.

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WRIGHT'S BOOKS NOT DOCTORED

Agent Thomas Admits That There Were No Erasures or Alterations in Them

NO STAMPS ARE TAKEN

Collector Lynch Explains How He Made Up Deputy's Apparent Shortage Fully

United States Internal Revenue Collector John C. Lynch testified yesterday in the United States District Court as to what he knew of the charges against his former chief deputy, George A. Wright. He emphasized his testimony on the cross examination by Bert Schlesinger and Samuel M. Shortridge. It was to the effect that he knew of the offers of compromise having been made by persons who had violated the revenue laws. He said further that when Revenue Agent Bert M. Thomas reported to him that there was an apparent shortage in the office he instructed Mr. Wright to render Agent Thomas all the assistance in his power in examining the accounts. He knew also that Mr. Wright had furnished the agent with a list in his own handwriting of the offers of compromise that had been received by him. The total of the apparent shortage was $4252, and when this total had been ascertained the money was paid into the treasury to the account of Collector Lynch.

In response to a question as to where the money had come from, Mr. Lynch said that Wright's father had given him a note for the amount. Of the total mentioned, the sum of $1667 was paid to the Internal Revenue Collector of the district in Kentucky in which had been manufactured a consignment of whiskey that had been reimported from Manila.

Mr. Thomas was recalled for cross examination and admitted that on November 3, 1904, Collector Lynch had announced that he was ready to make the deposit of $4252. He testified further that deposits in the United States sub-treasury from Lynch's office were always made in the name of Collector Lynch and not in the name of the deputy who received the money.

Mr. Thomas admitted also that he had not found any erasures or alterations in Wright's accounts, that Wright had exclusive access to the vault in which were stored large quantities of revenue stamps