BARK BATTERED BY MANY GALES

Hecla Arrives From Manila, After Weathering Sportive Typhoons and a Hurricane

HULL BADLY STRAINED

Liner Coptic, With Heavy Shipment of Raw Silk, Comes From the Orient

The bark Hecla, Captain Nelson, arrived yesterday morning from Manila, after one of the stormiest voyages a sailing vessel ever weathered. She is bound for Port Townsend, but put in here for new sails and to make some necessary repairs.

The Hecla left Manila on October 20. Ten days after leaving the Philippine port, when off the coast of Luzon, a typhoon was encountered. For the next forty days the Hecla was blown from one typhoon into another. She weathered them all, but was a very disreputable-looking windjammer by the time the last one got through with her. Her sails had been blown into rags and even the copper sheathing had been torn from her sides and bottom. Her stem was damaged and havoc more or less serious had been wrought on deck.

The weather behaved decently after this, until December 18, in 43 north, 140 west, when a hurricane from the southeast and southwest was encountered. There was a high cross-sea, in which the Hecla was thrown on her beam ends. In this storm the vessel's hull was seriously strained, and she was leaking yesterday when she came into port.

The Hecla left Manila for Port Townsend for orders. It is likely that she will be thoroughly overhauled and repaired at this port before she again puts to sea.

Coptic Arrives From Orient.

The Occidental and Oriental Steamship Company's liner Coptic, Captain William Finch, arrived yesterday afternoon from the Orient. She brought a valuable cargo and seventy-five passengers. She reached quarantine about 4:30 and was given quick dispatch by Federal doctors and custom-house officials, but did not get alongside the wharf until after 7 o'clock. The tide was low and to reach her berth the Coptic had to squeeze her way through a mud bank, which proved slow work.

The vessel's cargo included nearly 1000 bales of raw silk, worth about $750,000. She brought altogether 1374 tons of freight.

Among the passengers was Jules Brunet, an official in the office of the Minister of Foreign Affairs in Belgium. Accompanied by Ferdinand and Arnould Focquet, he has been inspecting Belgium's railroad interests in the Orient. Rene Halewyck, the Belgian Consul at this port, went out on the Golden Gate to meet his distinguished fellow countrymen.

Captain Charles Bertin of the French army was another passenger. He was with the Japanese forces during the war and says that the stories of the damage done to the town of Moukden were greatly exaggerated.

Fine weather was encountered throughout the voyage. The passengers included:

From Hongkong—Dr. Charles N. Barney (U. S. A.), Wyndham H. Grant, George M. Perine, Mrs. S. Stein and infant, Rev. William Chamberlain, Charles G. Murray, Mrs. George M. Perine, Harry D. Thirkield, David R. Gray, Lieutenant A. J. O'Leary (U. S. N.), S. Stein.

Shanghai—Max L. Esternaux, Mrs. M. L. Esternaux and infant, Miss M. L. Esternaux, Robert Van Sant, Roger Lyons, Captain C. Windmuller.

Kobe—Oscar Brull, Miss Agnes E. Keep.

Yokohama—Captain Charles Bertin, Miss Mary Deyo, Ferdinand Focquet, A. Douglas Miller, Hon. Myles Ponsonby, Jules Brunet, Miss Alice M. Forbes, M. R. de Hees, Thierry Mallet, Allan H. Cowburn, Arnould Focquet, K. Kojima, Frederic Mallet.

Steamer Oakland Runs Away.

The Southern Pacific ferry steamer Oakland ran away from Captain McKechnie as she was approaching this side about 10 o'clock yesterday morning and going at full speed she drove her nose through several hundred dollars' worth of piles at the ferry slip. Passengers were thrown down by the jar and the greatest excitement prevailed for a time. On Tuesday the Garden City took the bit in her mouth and tried to butt the Alameda depot farther up the mole. The jar wrecked the Garden City's bar and restaurant, but the vessel escaped with a few scratches. The Oakland did more damage to the wharf and will herself need considerable repairing. Captain McKechnie is said to have overlooked the slow bell until too late to avoid a smash. Both accidents will be investigated by the Federal inspectors of steam vessels, who, at this port, have always been most exacting in requiring the skillful handling of vessels carrying passengers and punishing all carelessness.

Has Hard Time Docking.

The Blunts Reef lightship, which came into port the other day as the result of having broken away from her moorings, docked yesterday at the bulkhead between Mission street wharves 1 and 2. The lightship has no telegraph from bridge to engine-room and passing orders by word of mouth made the operation of docking a difficult undertaking. From wharf to wharf the lightship bumped. She knocked a lot of gingerbread work from the tug Pilot and so jarred Beadle Bros. office as she caromed against the building that the clerical force deserted in a body and stood on the wharf pointing their pens menacingly at Captain Quinton, who finally worked his unwieldy charge to the bulkhead, where he tied her up.

Queen Has Stormy Trip.

The Pacific Coast Steamship Company's Queen arrived yesterday afternoon from Puget Sound after one of the roughest trips she has experienced this winter. The heaviest weather was experienced on Christmas day. Captain Cousins could neither stop the ship nor quiet the seas, but he did the next best thing. He ordered the postponement of the Christmas dinner until the next day, when, in quieter waters, the passengers were in better condition to do Christmas justice to the turkey and plum pudding. Although the Queen's decks were repeatedly swept by green seas the vessel sustained no damage and nobody was injured.

Damaged in Heavy Gale.

The steam schooner Charles Nelson, which left Tacoma December 24, returned yesterday to Port Townsend leaking badly and with her engines damaged. She had encountered a heavy southerly gale off Cape Flattery, during which her deck load shifted.

Her Boilers Give Out.

The steam schooner Acme, five and a half days from Willapa Harbor, was towed into port yesterday by the steamer Chehalis. At 8 o'clock on Christmas morning, when off the northwest seal rocks, the Acme's main boiler gave out. Sail was set and she made the best speed she could under canvas until the Chehalis came along and took her in tow.

NEWS OF THE OCEAN.

Matters of Interest to Mariners and Shipping Merchants.

The British steamer Dulwich (on Puget Sound) will proceed to Acapulco in ballast.

The ship Elwell has been purchased by the Alaska Shipping Company.

Umatilla Takes Small Cargo.

The steamer Umatilla, which sailed on Tuesday for Victoria, had a small cargo consigned to the port of destination and other British Columbian ports valued at $2404 and including the following:

2500 lbs dried fruit, 153 pkgs fresh fruits, 10 pkgs fresh vegetables, 541 gals wine, 14 cs canned goods, 892 lbs coffee, 2 cs cheese, 2 cs olive oil, 800 lbs nuts, 3 pkgs provisions, 294 lbs leaf tobacco, 50,000 lbs oil cake, 200 tins matches and 2 cs arms and ammunition.

SHIPPING INTELLIGENCE.

ARRIVED.

Wednesday, December 27.

Stmr Chehalis, Johonson, hence Dec 24, for Grays Harbor, returned with disabled stmr Acme in tow.

Stmr Acme, Walvig, 5½ days from Willapa Harbor, in tow stmr Chehalis.

Stmr Queen, Cousins, 67 hours from Victoria, etc.

Stmr Bonita, Alberts, 65 hours from San Pedro.

Br stmr Coptic, Finch, 26 days 18 hours 21 minutes from Hongkong, via Yokohama 15 days 17 hours 9 minutes, via Honolulu 5 days 21 hours 11 minutes.

Stmr Maggie, Corning, 4 hours from Halfmoon Bay.

AMERICAN BARK HECLA, WHICH WAS BADLY BATTERED DURING VOYAGE FROM MANILA.

Nor stmr Tellus, Arntzen, 126 hours from Nanaimo.

Br stmr Vienna, White, 33 days from Newcastle, Aus.

Bark Carondelet, Doyle, 20 days from Port Ludlow.

Bark Hecla, Nelson, 68 days from Manila, bound for Port Townsend, put into San Francisco in distress.

Schr Confianza, Mekkelsen, 24 hours from Monterey.

Schr King Cyrus, Rosendale, 14 days from Tacoma.

Schr Ida McKay, Lethola, 5 days from Eureka.

CLEARED.

Wednesday, December 27.

Stmr State of California, Thomas, San Diego; P C S S Co.

Stmr Columbia, Doran, Astoria; S F & P S S Co.

SAILED.

Wednesday, December 27.

Stmr Arctic, Nelson, Eureka.
Stmr George Loomis, Seddon, Redondo.
Stmr Atlas, Badger, Seattle.
Stmr Sea Foam, Miller, Mendocino.
Stmr Prentiss, Schillinsky, Eureka.
Stmr Maggie, Corning, Halfmoon Bay.
Stmr Scotia, Johnson, Bowens Landing.
Stmr Phoenix, Henricksen, Fort Bragg.
Stmr M F Plant, Nelson, Coos Bay.
Stmr Breakwater, Johnson, Coos Bay.
Stmr Newport, Whitney, San Pedro.
Stmr Navarro, Jacobs, Eureka.
Br ship Balmoral, Roop, Port Townsend.
Schr Santiago, Anderson, Monterey, in tow tug Relief.
Schr Vipe, Johnson, Eureka.
Tug Relief, Marshall, Monterey, with schr Santiago in tow.

TELEGRAPHIC.

POINT LOBOS, Dec. 27—10 p. m.—Weather cloudy and calm.

DOMESTIC PORTS.

TACOMA—Arrived Dec 26—Br stmr Wyneric, from Ancon, via Comox.

SAN PEDRO—Arrived Dec 26—Bktn Tropic Bird, from Astoria.

Arrived Dec 27—Stmr Wasp, from Eureka.

Arrived Dec 27—Stmrs Northland and Nome City, hence Dec 25; stmr Wasp, from Eureka.

Sailed Dec 27—Stmr Mandalay and stmr Coos Bay, for San Francisco. Dec 26—Tug Sea King, with barge Santa Paula in tow, for San Francisco.

SAN DIEGO—Sailed Dec 27—Br bark Eudora, for Puget Sound or Portland; schr Minnie A Caine, for Puget Sound.

PORT LOS ANGELES—Arrived Dec 27—Stmr Santa Monica, from San Pedro.

Sailed Dec 27—Stmr National City, for San Francisco.

FARALLON ISLANDS—Passed inward Dec 27, 4:30 p m—Br bark Invermark, from Newcastle, N S W, for San Francisco.

SEATTLE—Arrived Dec 27—Stmr Rainier, hence Dec 23; stmr Santa Clara, from Valdez.

Sailed Dec 26 (midnight)—Ger stmr Denderah, for San Francisco.

TATOOSH—Passed inward Dec 27—Br stmr Wellington, hence Dec 24, for Ladysmith, B C.

Passed out Dec 27—Ger stmr Denderah, for San Francisco.

ASTORIA—Arrived Dec 27—Stmr W H Kruger, hence Dec 24.

POINT REYES—Passed Dec 27, 9 a m—Stmr Acme, in tow of a steam schooner, from South Bend, for San Francisco.

EUREKA—Arrived Dec 27—Stmr Pomona, hence Dec 26.

Sailed Dec 27—Stmr Eureka, for San Francisco.

Arrived Dec 27—Schr John A, hence Dec 23; stmr Francis H Legrett, hence Dec 26.

Sailed Dec 27—Stmr Noyo, for San Francisco.

Sailed Dec 27—Stmr Alliance, for Portland; schr Sotoyome, for San Francisco.

PORT GAMBLE—Arrived Dec 27—Schr Gamble, from San Pedro.

POINT REYES—Passed Dec 27, 2:45 p m—Nor stmr Tellus, from Ladysmith, for San Francisco.

PORT HARFORD—Arrived Dec 27—Tug Sea Rover, with barge 3 in tow, hence Dec 26.

HARDY CREEK—Arrived Dec 27—Stmr Marshfield, hence Dec 26.

ANACORTES—Arrived Dec 24—Schr Lottie Bennett, from Santa Rosalia.

PORT TOWNSEND—Sailed Dec 27—Bark Albert, for Hilo.

ISLAND PORTS.

MANILA—Sailed Dec 14—Br stmr Indrapura, for Japan and Siberia. Dec 20—Stmr Lyra, for Puget Sound, via Hongkong and Yokohama.

EASTERN PORTS.

NEW YORK—Sailed Dec 26—Stmr Havana, for Colon.

FOREIGN PORTS.

FALMOUTH—Passed Dec 25—Br ship Tweedsdale, from Antwerp, for San Francisco.

ARICA—In port Nov 28—Br bark Kinross, for Kabului, via Iquique.

IQUIQUE—Sailed Dec 22—Br stmr Fitzclarence, for Delaware Breakwater.

Arrived Dec 11—Br bark Kinross, from Arica, to load for Kahului.

MONTEVIDEO—Sailed Dec 3—Br stmr Anglo Canadian, for Philadelphia. Dec 9—Br stmr Anglo Chilian, for New York.

PANAMA—Sailed Dec 13—Br bark Alexander Black, for Port Angeles.

YOKOHAMA—Sailed Dec 22—Br stmr Empress of Japan, for Vancouver. Dec 14—Br ship Glenelvan, for Puget Sound. Dec 25—Br stmr Coulsdon, for ——.

Sailed Dec 27—Stmr Siberia, for San Francisco.

SINGAPORE—Arrived Dec 15—Ship Acme, from Manila.

MAZATLAN—Sailed Dec 22—Stmr Curacao, for San Francisco.

HONGKONG—Sailed Dec 27—Stmr Mongolia, for San Francisco.

VICTORIA—Arrived Dec 27—Br stmr Wellington, hence Dec 24.

Memoranda.

Per Br stmr Vienna—Dec 25, 300 miles SW of San Francisco, saw Br bark, supposed to be the Br bark Invermark, from Newcastle, Aus., for San Francisco.

Per bark Hecla, at San Francisco, Dec 27, from Manila—Sailed from Manila Oct 20, for Port Townsend, for orders. On Oct 30, off the island of Luzon, experienced a succession of typhoons which lasted 40 days, blowing away sails and tearing sheathing off vessel, damaging stem and doing other slight damage. On Dec 18, in lat 43 N, long 140 W, experienced a hurricane from SE to SW, with high cross sea, which threw vessel on beam ends, straining her badly; also blew away sails, and as nearly all the sails were gone, put into San Francisco for sails and repairs.

Per stmr Acme, from Willapa Harbor Dec 27—On Dec 25, 8:30 a m, off NW Seal Rocks, the main boiler gave out; was picked up by stmr Chehalis and towed to San Francisco.

SEATTLE, Dec. 27.—The captain and crew of the stmr Portland, previously reported, arrived here this morning and reports vessel badly twisted and hogged; submerged at high water to captain's room.

SEATTLE, Dec. 27.—Stmr Charles Nelson, before reported, put back to Port Townsend; is leaking badly and has engines damaged.

Stmr Portland is reported completely covered at high tide; hurricane deck bulges out, upper works severely damaged; leaking badly; probably total loss.

PORT TOWNSEND, Dec. 27.—The stmr Charles Nelson, previously reported, returned to this port with cargo shifted; also has engine room half full of water and fresh water supply exhausted.

PORT TOWNSEND, Dec. 27.—The stmr Charles Nelson, from Seattle, for San Francisco, experienced heavy S gale off Cape Flattery yesterday; deckload shifted; has returned here to restow deckload; will probably proceed to-morrow.

EAST LONDON, Dec. 26.—A contract was made last month to repair the Br ship Senator, from Puget Sound, previously reported, for £795.

LONDON, Dec. 26.—The ship Acme, previously reported, now at Singapore, has contracted to repair damages for $58,000, Mexican money.

Lloyds' agent at Nagasaki telegraphs that repairs at Portland to Br stmr Oceano are unsatisfactory; vessel leaks; three shell plates and rivets started; repairs probably to be completed in three days; estimated cost £350.

YOKOHAMA, Dec. 26.—The Br ship Glenelvan, from Iquique, discharged a cargo of nitrate and afterward docked for repairs.

Movements of Steamers.

TO ARRIVE.

Steamer.	From.	Due.
Elizabeth	Coquille River	Dec. 28
Chas. Nelson	Seattle & Tacoma	Dec. 28
Pomo	Point Arena & Albion	Dec. 28
Santa Rosa	San Diego & Way Pts.	Dec. 28
Curacao	Mexican Ports	Dec. 29
Pomona	Humboldt	Dec. 29
Coos Bay	San Pedro & Way Pts.	Dec. 29
F. Kilburn	Portland & Way Ports.	Dec. 29
Homer	Portland & Astoria	Dec. 29
Denderah	Seattle	Dec. 29
Watson	Seattle & Tacoma	Dec. 29
Vanguard	Humboldt	Dec. 29
San Pedro	San Pedro	Dec. 29
Senator	Portland & Astoria	Dec 30
S. Monica	San Pedro	Dec. 30
South Bay	San Diego	Dec. 30
Jeanie	Los Angeles Ports	Dec. 31
Arctic	Humboldt	Dec. 31
Sea Foam	Mendocino & Pt. Arena	Dec. 31
Breakwater	Coos Bay	Dec. 31
Eureka	Humboldt	Jan. 1
Corona	Humboldt	Jan. 1
M. F. Plant	Coos Bay & Pt. Orford	Jan. 1
Centralia	Grays Harbor	Jan. 1
City Puebla	Puget Sound Ports	Jan. 1
State Cal	San Diego & Way Pts.	Jan. 1
F. Leggett	Humboldt	Jan. 1
Chehalis	Grays Harbor	Jan. 2
Bonita	Newport & Way Pts.	Jan. 2
Peru	New York via Ancon	Jan. 2
Coronado	Grays Harbor	Jan. 2
Rainier	Seattle & Bellingham	Jan. 2
W. Kruger	Portland & Astoria	Jan. 3
Cascade	Portland & Astoria	Jan. 4
Columbia	Portland & Astoria	Jan. 4
North Fork	Humboldt	Jan. 4
Amer. Maru	China & Japan	Jan. 5
Nebraskan	Honolulu & Kahului	Jan. 5
Umatilla	Puget Sound Ports	Jan. 6

TO SAIL.

Steamer.	Destination.	Sails	Pier.
	December 28.		
Chico	Coos Bay	3 pm	Pier 5
Acme	Willapa Harbor	3 pm	Pier 2
Iaqua	Willapa Harbor	4 pm	Pier 2
Corona	Humboldt	1:30 p	Pier 9
State of Cal	San Diego & Way.	9 am	Pier 11
Bonita	Newport & Way	9 am	Pier 11
N. Fork	Humboldt	9 am	Pier 20
Columbia	Astoria & Portland	11 am	Pier 24
Mariposa	Tahiti direct	11 am	Pier 7
Nevadan	Hono. & Kahului	11 am	Pier 23
	December 29.		
Newburg	Grays Harbor	2 pm	Pier 10
G. Lindauer	Grays Harbor	3 pm	Pier 2
G. Dollar	Grays Harbor	4 pm	Pier 20
Redondo	Astoria & Portland	12 m	Pier 2
Eureka	Humboldt	9 am	Pier 5
Norwood	Grays Harbor	.....	Pier 2
Aberdeen	Grays Harbor	5 pm	Pier 16
	December 30.		
Elizabeth	Coquille River	5 pm	Pier 20
S. Monica	Grays Harbor	4 pm	Pier 2
Pomo	Pt. Arena & Albion	6 pm	Pier 2
Korea	China & Japan	1 pm	Pier 40
San Juan	N. Y. via Ancon	12 m	Pier 40
South Bay	Astoria & Portland	4 pm	Pier 27
Vanguard	Humboldt	5 pm	Pier 27
J. Higgins	Los Angeles Ports	11 am	Pier 2
	December 31.		
F. Kilburn	Portland & Way	2 pm	Pier 20
Jeanie	Astoria & Portland	5 pm	Pier 5
Santa Rosa	San Diego & Way	9 am	Pier 11
Pomona	Humboldt	1:30 p	Pier 9
Chas Nelson	Seattle & Tacoma	5 pm	Pier 20
Queen	Puget Sound Ports	11 am	Pier 9
	January 1.		
Coos Bay	San Pedro & Way	9 am	Pier 11
	January 2.		
Senator	Astoria & Portland	11 am	Pier 24
M. Dollar	Grays Harbor	5 pm	Pier 20
Northland	Astoria & Portland	5 pm	Pier 27
	January 3.		
M. F. Plant	Coos Bay	4 pm	Pier 11
Sea Foam	Point Arena	4 pm	Pier 2
Arctic	Humboldt	9 am	Pier 2
Breakwater	Coos Bay	5 pm	Pier 8
Denderah	Hamburg & Way	12 m	Pier 19
	January 4.		
Ventura	Sydney & Way Pts.	2 pm	Pier 7
	January 5.		
Rainier	Seattle & Bel'ham.	12 m	Pier [illegible]
City Puebla	Puget Sound Ports	11 am	Pier 9
	January 6.		
City Sydney	N. Y. via Ancon	12 m	Pier 40
	January 7.		
Curacao	Mexican Ports	10 am	Pier 11

FROM SEATTLE.

Steamer.	Destination.	Sails.
Jefferson	Skagway & Way Ports.	Dec. 31
Santa Clara	Seward & Way Ports	Jan. 1
Farallon	Skagway & Way Ports.	Jan. 6
Bertha	Cooks Inlet & Way Pts.	Jan. 10

Time Ball.

Branch Hydrographic Office, U. S. N., Merchants' Exchange, San Francisco, Cal., Wednesday, December 27.

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.

THURSDAY, DECEMBER 28.

Sun rises 7:24
Sun sets 5:00
Moon sets .....7:41 p. m.

Day.	Time H W	Ft.	Time L W	Ft.	Time H W	Ft.	Time L W	Ft.
28	1:40	4.9	6:28	3.0	12:27	5.8	7:16	—0.7
29	2:35	4.9	7:24	3.1	1:19	5.3	8:01	—0.3
30	3:20	5.0	8:28	3.0	2:17	4.9	8:43	0.2
31	4:02	5.1	9:40	2.9	3:18	4.4	9:29	0.8
1	5:00	5.1	10:45	2.8	4:22	3.7	10:20	1.3
2	5:41	5.1	11:55	2.6	5:45	3.4	11:05	1.8

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.

Trunks and Traveling Sets.

Everybody going away or staying at home wants a place for extra clothes and packing. We have snug and tough trunks for going and cheaper if you only want them for packing; also telescopes, suit cases and bags. Many handy things in our leather goods department, whether you go or stay. Better look them over. Sanborn, Vail & Co., 741 Market street.*

Weather Report.

(120th Meridian—Pacific Time.)

SAN FRANCISCO, Dec. 27—5 p. m.

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

Boston	42-32	New York	38-32
Chicago	48-38	Philadelphia	40-32
Cincinnati	52-30	Pittsburg	46-36
Honolulu, H. T.	78-70	St. Louis	54-36
Jacksonville	56-48	Washington	44-30
New Orleans	56-40		

SAN FRANCISCO .....54-46.

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

Stations—	Last 24 hours.	This Season.	Last Season.
Eureka	0.11	8.64	13.33
Red Bluff	0.00	2.67	12.10
Sacramento	0.00	1.56	8.29
San Francisco	0.00	2.57	9.63
San Jose	0.00	3.16	5.38
Fresno	0.00	1.26	5.31
Independence	0.00	0.43	0.45
San Luis Obispo	0.00	2.12	4.96
Los Angeles	0.00	3.11	1.90
San Diego	0.00	4.41	1.82

THE COAST RECORD.

STATIONS.	Barometer	Maximum Temperature	Minimum Temperature	Direction of Wind	State of Weather	Precipitation
Baker	30.10	34	16	S	Pt.Cldy	.01
Reno	30.16	42	34	N	Cloudy	.00
Eureka	30.20	52	48	N	Cloudy	.11
Fresno	30.20	50	44	NW	Clear	.00
S.E.Farallon	30.17	54	52	NW	Cloudy	.00
Flagstaff	29.82	36	8	W	Clear	.00
Independence	29.96	56	24	E	Clear	.00
Los Angeles	29.94	62	50	E	Clear	.00
Mt.Tamalpais	30.20	43	39	NW	Cloudy	.02
Phoenix	29.90	60	32	SW	Clear	.00
Pt. Reyes Lt.	30.13	54	50	N	Cloudy	.00
Pocatello	29.98	30	16	SW	Cloudy	.02
Portland	30.18	44	38	SW	Cloudy	.46
Red Bluff	30.20	50	40	N	Cloudy	.00
Roseburg	30.22	46	40	E	Cloudy	.28
Sacramento	30.20	46	42	NE	Clear	.00
Salt Lake	30.02	28	16	N	Cloudy	.14
San Francisco	30.22	54	46	NW	Cloudy	.00
San Jose	30.20	55	46	NW	Pt.Cldy	.00
S. L. Obispo	30.14	58	50	NE	Clear	.00
San Diego	29.96	62	48	NW	Clear	.00
Seattle	30.06	46	34	S	Cloudy	.26
Spokane	30.02	36	30	SW	Clear	.00
Tatoosh	....	38	....	....	....	...
Walla Walla	30.10	44	38	W	Clear	.00
Winnemucca	30.18	38	18	NW	Cloudy	.02
Yuma	29.94	68	40	N	Clear	.00

WEATHER CONDITIONS AND GENERAL FORECAST.

The pressure continues high over the greater portion of the Pacific Coast. No rain has fallen in California except in the extreme northern portion. Light showers have occurred in Oregon and Washington. Slightly warmer weather is reported in the Sacramento Valley and in California south of the Tehachapi.

FORECAST FOR DECEMBER 28.

San Francisco and vicinity—Cloudy Thursday; light north wind.

Los Angeles and vicinity—Fair Thursday; light east wind.

Sacramento Valley—Cloudy Thursday; light north wind.

San Joaquin Valley—Fair Thursday; light north wind.

Coast—Cloudy Thursday north of Point Conception; fair south; fresh west wind.

Nevada—Cloudy Thursday.

A. G. McADIE, District Forecaster.

STATE TEACHERS OF BUSINESS CONVENE

First Day of Three Days' Programme Full of Work.

The commercial and shorthand teachers of California are holding their second annual convention in San Francisco. Yesterday they met in the rooms of the Metropolitan Business College, 925 Golden Gate avenue. In the morning there was an informal reception. An address of welcome was given by L. C. Jordan, president of the college where the convention is taking place, which was followed by the address of J. R. Humphreys of Stockton, president of the organization.

In the afternoon the main event was a talk by H. C. Capwell, a business man and banker of Oakland and president of its Board of Trade, the subject being, "Wherein Have the Graduates of Commercial Schools Failed to Meet the Requirements of the Business World?" James Robbins and James Ferguson, members of San Francisco typewriter firms, also discussed the subject; Robert A. Gallagher spoke on "Shorthand as an Entering Wedge"; R. V. Dixon of Oakland spoke on "Methods of Developing Speed Among Shorthand Students," and there were discussions by Miss K. L. Miller of San Francisco and Z. P. Smith of San Jose. In the evening J. S. Sweet of Santa Rosa treated on the subject, "What Should Constitute Business College Advertising," and there were discussions by E. P. Heald of San Francisco, W. E. Gibson of Oakland, J. R. Humphreys of Stockton and A. S. Weaver of San Francisco.

The convention will sit for two more days. The association was started last year and to-morrow morning will be given to the perfecting of the organization. "Commercial Arithmetic" will be treated by R. H. Webster of San Francisco and there will be discussions by H. L. Gunn of Napa, C. S. Springer of Chestnutwood and P. O. Gardiner of Stockton. In the afternoon Ira N. Allen of Oakland will speak on "Bookkeeping textbooks," this being followed by discussions by G. R. Stouffer, J. N. Sprouse of Fresno and W. Boucher of San Jose. In the evening the delegates will sit at a banquet. The last day, Friday, will be given to papers and discussions.

Waiter Arrested for Theft.

Ernest Snell, recently a waiter on the steamship Ventura, was turned over to the custody of United States Marshal Shine yesterday. He is charged with having stolen a ring valued at $10 belonging to T. E. Short and three topazes belonging to George Rudd on the voyage from Pago Pago to this city.

If you desire the appetite and digestion of early years, take Lash's Kidney and Liver Bitters.

MORMONS MAY NOT BE LANDED

Four Children From New Zealand Are Ordered Back Because of Their Faith

STRANGE OFFICIAL ACT

When Inspectors Learn That Youths' Escort Believes in Polygamy Bars Are Raised

The Oceanic Steamship Company was held to answer yesterday by United States Commissioner Heacock in the action brought against it by the United States District Attorney to recover a fine of $1200 for the alleged unlawful landing of four children who arrived from Auckland, New Zealand, on May 8, 1905. The children were Emma A. Harding, aged 11 years; Robert G. Harding, seven; William G. Harding, five, and Charles G. Harding, nine. They were accompanied by and in charge of Rev. J. H. W. Goff, a Mormon missionary, returning from New Zealand.

Mr. Goff said that the mother of the childern was dead and that the father had sent them with Mr. Goff to be placed in charge of a relative named Charles Stephens at Bennington, Idaho. Mr. Goff said that he had $50 to pay the expenses of the children to that place, and that their father would follow shortly. The fact that Mr. Goff was a Mormon prejudiced the immigration officers against the new arrivals, and under the pretext that the children were not accompanied by a relative or a legal guardian, and might become a charge upon the State, ordered them deported. An appeal was taken and a rehearing granted, but the sentence of deportation was affirmed.

In the meantime friends put up bonds with the steamship company to guarantee that the immigrants would not become public charges, and the children were allowed by the steamship officials to proceed to Bennington.

Nathan Frank and W. Ford Thomas represented the steamship company before the Commissioner. It developed that United States Immigrant Inspectors D. J. Griffiths and Antonio de la Torre did not know whether the children were in the United States or not. All that they could say was that they were not deported on the same steamer that brought them.

For a reason, probably intimately connected with the denial of a landing to the children, the immigration officials closely questioned Missionary Goff as to his religious belief. He replied to one question that he believed in the institution of polygamy. It was shortly after this declaration that the children were ordered deported.

SUPPOSED DEAD MAN MAKES VISIT TO CORONER'S OFFICE

T. D. McGarvey, Missing Carpenter, Wants It Known That He Is Not Thomas A. Harding.

T. D. McGarvey walked into the Coroner's office yesterday afternoon in an inebriated condition and in a husky voice demanded to know why it had been reported that his body was at the Morgue. Deputy Coroner Meehan took him to police headquarters and he was sent to the City Prison by Captain Burnett till he should be sober and his friends could take care of him.

McGarvey is a carpenter and had been missing for about four weeks. His friends had notified the police, but no trace of him could be found. It was supposed that he was the man who was brought from Santa Barbara on December 19 and died at the City and County Hospital on December 25. That supposition was published yesterday and had the effect of bringing McGarvey to the Coroner's office. He had been on a steady "drunk" for four weeks.

The dead man was identified as Thomas A. Harding, as previously announced, who was sent by M. H. Cutting of 635 Washington street on December 2 to Monterey to work for the Monterey Lime Company. He was a stowaway on the steamer Newark and inhaled the fumes of gasoline, which caused his death.

GIVES STRONG TESTIMONY IN SUPPORT OF CODICIL

Handwriting Expert Kinsley Tells of Characteristics of Davis' Penmanship.

William J. Kinsley, the expert who has been giving some strong testimony in favor of the proponents in the Samuel Davis codicil contest, took the stand in Judge Kerrigan's branch of the Superior Court yesterday and told a story of capital Ks. Kinsley said that after a long and careful examination of the known Davis handwriting he had found that the dead capitalist was in the habit of making four distinct styles of capital Ks. He further testified that he had found all of these Ks in the codicil. Basing his statement and argument on this, the expert said:

"We could not ask for a better proof of the genuineness of the disputed instrument. I have had a great deal of experience with forgers and their methods. I have never found one who will put himself to any more trouble or to any greater disadvantage than can be helped. Here is a case where, if the instrument had been forged, the writer would have selected one of the Ks used by Davis and used it continually throughout the forgery. It is quite unreasonable to suppose that any but Davis himself would have used all four of the Ks which we find in his admitted writings."

WONG FOOK TEONG, ORDERED DEPORTED, AGAIN APPEARS

Says That He Has Been Here for Fifteen Years Since He Was Denied a Landing.

Wong Fook Teong, who was ordered deported on April 25, 1891, walked into the office of the United States District Court yesterday and asked Deputy Clerk Fouga for the papers in the case. He said that he was Wong Fook Teong and identified the photograph in the papers as being of himself. Mr. Fouga turned him over to United States Marshal Shine.

When Wong arrived on the Sierra in April, 1891, he claimed to be a native born American, but, being unable to prove his statement, was ordered deported to China. The court papers say that the sentence was carried out. Wong said yesterday that he was never deported and that he had been here ever since. Whether a substitute was sent back to China in his stead, or whether Wong really went back and returned by way of the Canadian or the Mexican border is something which the Federal officials will try to learn.

IN THE DIVORCE COURT.—A decree of divorce was granted yesterday to Mary from Howard J. Van Kirk for cruelty. Suit for divorce was filed by Mary J. against Albert C. Porter for failure to provide. Merle Adelaide has sued John L. Grandis to annul their marriage. She asserts that when she married Grandis she was under 18 years of age and did not secure the consent of her legal guardians.

Try the United States Laundry. 1004 Market street. Telephone South 420.*

TWO SOLDIERS TAKE POISON

Privates in the Seventieth Company of Coast Artillery Take Dose of Opium

SUICIDES ARE FREQUENT

Five Men of the Same Corps Make Attempt at Self-Destruction Within a Year

Two more attempts at suicide were accredited to the Seventieth Company of Coast Artillery Tuesday evening, when Privates Vern Nelson and Harry Staley tried to end their lives in the attic of the company's barracks at the Presidio by taking opium. These two men bring the list of suicides for this company up to five within less than a year, the last one being Private John Mitchell, who swallowed carbolic acid on a Union street car on December 13.

Nelson and Staley have always been close friends. They returned from the city after a prolonged Christmas spree. They climbed into the attic of the barracks and there it is supposed agreed to die together. Several privates about the building saw them going into the attic, and when they did not come down an investigation was made and both men were found unconscious. They were taken to the general hospital, where they will probably recover.

Lieutenant William B. Renziehausen of the Fourth Cavalry, stationed in the Yosemite Valley, is being tried by a general court-martial at the Presidio on a charge of absence without leave. It is stated that the lieutenant was absent from his post at Wawona for several days, and upon his return a worded combat took place between himself and his commanding officer, with the result that charges were preferred against him. Should he be convicted he will probably be sentenced to a public reprimand.

The Twenty-fourth Infantry (colored) arrived at the Presidio yesterday and took up quarters in the Tennessee camp. The regiment will sail for the Philippines on January 25, and is the first colored regiment which has been detailed for foreign service for nearly five years.

Brigadier General D. Stuart Gordon, retired, is in the city from Washington, D. C., and will spend the winter here. General Gordon was stationed at the Presidio over thirty-five years ago and planned many improvements for the post at that time.

Captain P. H. Mullery, Fourteenth Infantry, stationed at the Presidio of Monterey, is at the Occidental Hotel while in the city as a witness before the general court-martial.