

DRIFTING LOGS DEADLY MENACE TO NAVIGATION

Derelicts From Wrecked Raft Scattered Over Bar.

Hongkong Maru Narrowly Avoids Floating Dangers.

Captain Ernest Bent, commander of the Japanese liner Hongkong Maru, which arrived yesterday from the Orient, is glad that he was able to make his approach to port in daylight. If he had come in at night he believes his vessel would have been seriously crippled, as in the darkness it would have been almost impossible to have avoided collision with some of the immense logs, which were first encountered about thirty miles the other side of the Farallones and through which the Hongkong threaded her way until she passed in beyond the nine-fathom buoy.

These logs formed part of the raft which left Astoria May 6 in tow of the steamer Francis H. Leggett. The Leggett lost the raft, which subsequently went to pieces to the great peril of coastwise shipping. They are logs of great size. Launched head-on by the heavy ocean swell against the hull of a ship, any one of these floating menaces could tear a hole through the stoutest of steel plates. If the propeller of a steamship struck one of these derelicts the propeller would do no more propelling if the engines were not crippled by the jar.

These logs are scattered across the entrance to this harbor like a fleet of submarine boats, and are every bit as deadly. Far beyond the Farallones they float, forming dangers to approaching and departing craft, and vessels from the south report encounters with these silent monsters from the northern forests long before the bar is reached. Captain Bent has made a report concerning the logs to the United States Lighthouse Board, and masters of departing vessels are warned to keep a sharp lookout. There were 8,000,000 feet of lumber, all made up of huge logs, in the wrecked raft.

The Hongkong Maru was shaken by an earthquake on May 6, about ninety miles outside of Yokohama. The sensation, as described by those on board, was as if the propeller had suddenly taken to racing. The shock lasted only a few seconds, and the vessel fell in the stern, and there will be no work for the chimney inspector on board the Hongkong Maru. Earthquakes at sea have their advantages.

The Hongkong brought seventy-nine cabin passengers, two in the steerage and forty Asiatics. Her cargo of 194 tons included 818 bales of raw silk, 121 chests of tea and 621 mats of rice. At a concert held in the Hongkong's saloon on Wednesday night the passengers subscribed \$125 for the San Francisco relief fund.

Among the passengers were the following named:

- Mr. A. J. Anderson, H. T. Barstow, N. D. Bill, Mrs. N. D. Bill, Miss Beatrice W. Bill, Dr. H. W. Boone, Justus Bruce, Mrs. Justus Bruce, C. M. O. Bruce, H. Burn, Mrs. E. Burn, W. E. Burn, Miss Caroline J. Burn, M. A. C. Catline, R. J. Chaldeford, E. J. Dobson, B. P. Dobson, Mrs. Fitzgibbon, Miss Fitzgibbon, Miss Louise Freeman, E. Furuya, C. Graham, Mrs. L. Hadley, C. R. Hewlett, F. A. Hollabaugh, P. J. W. Hunter, H. Iyoda, Mrs. H. Iyoda, J. F. Jelke, F. F. Jelke Jr., J. E. Jones, L. Juntschek, A. R. Kepler, Mrs. A. R. Kepler and infant, Master Kepler, W. R. Kersey, Mrs. W. R. Kersey, Miss Jesse Lesser, G. R. T. Lund, Mrs. U. R. T. Lund, R. G. Macfarlane, James Madison, Y. Maeda, S. H. Matsubara, O. J. McCorkle, E. W. Middendorff, Mrs. E. W. Middendorff, E. P. Miller, Mrs. Mary Moss, Miss Mullens, J. Mural, Mrs. Y. Mural, S. Nozaki, Mrs. S. Nozaki, G. H. Pattinson, Mrs. G. H. Pattinson, J. Pugibet, Miss M. Roberts, Lieutenant Colonel F. L. Sanders, Baron C. Seckendorff, Baroness C. Seckendorff, E. L. Smythe, Mrs. E. L. Smythe, C. H. Strong, Mrs. C. H. Strong, Miss Isabel Strong, Dr. W. W. Vermer, U. S. N.; H. W. Wheeler, Sydney Wheeler, J. Winkin, Miss F. White, H. B. Winters, Mrs. H. B. Winters, G. W. Wood, H. E. Young, T. S. Apcar and Miss C. Macadam.

Will Enter Alaska Trade.

The steamship Orizaba, Captain H. J. Byrne, arrived yesterday from Baltimore. After discharging 2000 tons of coal she will proceed to Seattle, which hereafter will be her home port. The Orizaba formerly belonged to the New York and Cuba Mail Steamship Company, and ran between New York and Havana. She was purchased by the Northwestern Steamship Company of Seattle, and will run between Puget Sound and Cape Nome. The Seattle company at the same time acquired the Orizaba's sister ships, Saratoga and Tucatan, now on the way out to this coast.

The Orizaba was fifty-four days coming from Baltimore, and encountered fine weather nearly all the way. She met the Zealandia in the Straits of Magellan. The Orizaba is a vessel of 3365 tons gross and has accommodations for about 250 passengers. She has a beautiful dining saloon, roomy staterooms of artistic finish and plenty of deck chairs. She also has about fifteen knots, and Captain Byrne says she is a fine sea boat. Captain Byrne will return to the Atlantic after delivering the Orizaba to her new owners.

Will Carry Many Passengers.

The Pacific Mail Company's liner Manchuria, Captain Saunders, cleared yesterday, and will sail at 1 o'clock this afternoon for the Orient. She will carry a full cargo and about 150 cabin passengers. Among the latter will be Admiral and Mrs. Rixey, Admiral Rixey is the ranking surgeon of the United States navy, and was here with President McKinley and again with President Roosevelt. He is on his way to Manila.

Judge Chapman and six friends from Los Angeles will make the round trip on the Manchuria.

SHIPPING INTELLIGENCE.

ARRIVED.

Wednesday, May 23.
Stmr Redondo, Ahlin, 50 hours from Portland, via Astoria 56 hours.
Stmr North Fork, Nelson, 24 hours from Eureka.
Stmr Whittier, Seaman, 48 hours from Port Harford, with bktn Fullerton in tow.
Main Fullerton, Mackechnie, 48 hours from Port Harford, in tow stmr Whittier.
Schr Santiago, Anderson, 11 hours from Monterey, in tow of tug Defiance.
Tug Defiance, James, 11 hours from Monterey, with schr Santiago in tow.
Stmr Orizaba, Byrne, 38 days from New York, via Baltimore 52 days, via Montevideo 22 days, via Coronel 13 days.
Stmr South Bay, Sorensen, 24 hours from Eureka.

DEPARTING.

Thursday, May 24.
Stmr Brooklyn, Norberg, 14 hours from Mendocino.
Powder ship Besse K. Stark, 10 hours from San Vicente Landing.
Stmr Coya, Thomas, 4 days from Port Harford, put in to finish loading.
Stmr Santa Rosa, Alexander, 45 hours from San Diego.

Stmr Hongkong Maru, Bent, 27 days 16 hours 45 minutes from Hongkong, via Yokohama 16 days 13 hours 29 minutes, via Honolulu 5 days 18 hours 37 minutes.
Stmr Orizaba, Byrne, 38 days from New York, via Baltimore 52 days, via Montevideo 22 days, via Coronel 13 days.
Stmr South Bay, Sorensen, 24 hours from Eureka.

Stmr Coronado, Lundquist, 42 hours from San Pedro.
Schr Sailor Boy, Olsen, 7 days from Astoria.
Stmr Francis H. Leggett, Reiner, 40 hours from San Pedro.
Stmr Eureka, Golightly, 104 hours from Seattle.
Stmr Coaster, Higgin, 32 hours from San Pedro.
Stmr Como, Reinertson, 29 hours from Albion, via Point Arena 10 hours.
Stmr Catarina, Duggan, 41 hours from Coos Bay.

MEMORANDUM.

SEATTLE, May 23.—The schooner Marion, from Vancouver, B. C., for Skagway, struck a submerged rock in Seymour Narrows and returned to Vancouver, B. C., for an examination by divers.
RAYMOND, Wash., May 23.—At 1:30 this afternoon the four-masted schooner Northwest, in tow of the tug Astoria, and while bound down the Willapa River grounded at a point just above the narrow straits of the Columbia Box and Lumber Company mill. She is on hard bottom, but in smooth water. It is expected that she will be towed off on high tide tonight. Captain Gleason of the tug Astoria is at home sick and Captain Sprout was temporarily in charge of the tug. The Cecilia Sudden is aground 100 feet to the north of the channel, which at this point is just outside the wharves and log boom of the Columbia Box and Lumber Company.

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MOVEMENTS OF STEAMERS.

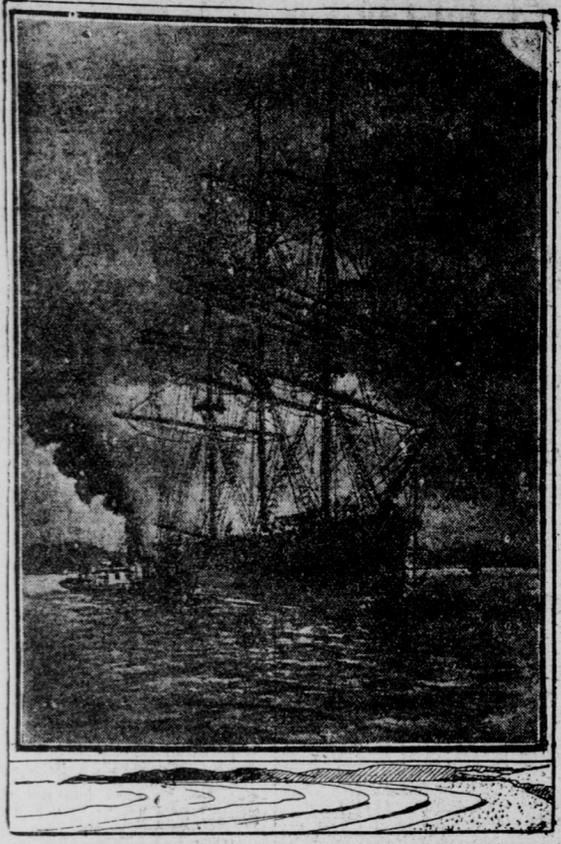
Steamer	To	From	Date
Aberdeen	Humboldt	May 25	
F. Kibara	Way Ports	May 25	
Nome City	San Pedro	May 25	
Norwood	San Pedro	May 25	
S. Monica	San Pedro	May 25	
Breakwater	Portland & Coos Bay	May 25	
Burkman	Seattle & Tacoma	May 25	
Queen	Puget Sound Ports	May 25	
Pomona	Humboldt	May 25	
Corona	San Pedro & Way Pts.	May 25	
S. Barbara	San Pedro	May 25	
Ucheland	San Pedro	May 25	
Newport	New York via Ancon	May 25	
Nevaland	Honolulu & Kahului	May 25	
Larda	Seattle	May 25	
Costa Rica	Portland & Astoria	May 25	
Eureka	Humboldt	May 25	
Fulton	Humboldt	May 25	
Santa Cruz	San Pedro	May 25	
Cascade	Portland & Astoria	May 25	
Korea	China & Japan	May 25	
Aurelia	Portland & Astoria	May 25	
Arctic	Humboldt	May 25	
Chesapeake	Portland & Astoria	May 25	
G. Dullar	San Pedro	May 25	
R. Dollar	Seattle	May 25	
Portland	Portland & Astoria	May 25	
State of Cal.	San Diego & Way Pts.	May 25	
Coona	Humboldt	May 25	
Del Norte	Portland & Astoria	May 25	
Sea Foam	Mendocino & Pt. Arena	May 25	
San Francisco	Central City	May 25	
San Jose	Newport & Bellingham	May 25	
Curacao	Mexican Ports	May 30	
San Antonio	New York via Ancon	May 30	
San Juan	Newport & Bellingham	May 30	
Northland	Grays Harbor	May 30	
Elizabeth	Coquille River	May 30	
North Fork	Humboldt	May 31	
Pomona	Point Arena & Albion	May 31	
Umatilla	Puget Sound Ports	May 31	
Barracona	Portland & Astoria	June 1	
Watson	Seattle & Tacoma	June 1	

SUN, MOON AND TIDE.

Time	Time	Time	Time
2	12	2	12
L	W	L	W
25	11:51	0:00	2:06
26	11:48	0:00	2:04
27	11:45	0:00	2:02

ISLAND PORTS.

HONOLULU—Arrived May 23—Br stmr Doric, hence May 17. May 24—Bktn Chehalis, from Iquique, for San Francisco.
Sailed May 23—Stmr Korea, for San Francisco; Italian bark Orient, for Seattle.
HONGKONG—Sailed May 23—Ger stmr



SHIP TWO BROTHERS, ONCE A FAMOUS CLIPPER, WHICH HAS BEEN BROUGHT FROM OAKLAND CREEK BY THE BARNESON-HIBBERD COMPANY AND IS NOW DOING DUTY AS A WATER FRONT WAREHOUSE.

Stmr Coronado, Lundquist, 42 hours from San Pedro.
Schr Sailor Boy, Olsen, 7 days from Astoria.
Stmr Francis H. Leggett, Reiner, 40 hours from San Pedro.
Stmr Eureka, Golightly, 104 hours from Seattle.
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SAN FRANCISCO CARGO AFOAT MEN

Local Shippers Again Move Merchandise for Siberia.

Goods Worth \$200,000 Are Dispatched by Steamship.

San Francisco shipping houses have resumed their traffic in California products with Asia. The first cargo to be moved from this port to the Asiatic coast by any one concern since the fire of April is now on the way to Siberia on the steamship Hazel Dollar. The cargo was dispatched by Getz Bros. & Co. The total value of the goods is estimated at \$200,000. The bulk amounts to 7500 tons.

Since the fire there has been no stoppage of shipments to Asiatic points by the regular lines of steamships. The goods have, however, principally come through from the East by rail and are transhipped at this port. This was due to the destruction of local warehouses, stocks of goods and the general confusion that followed in the train of the fire. The cargo that sailed on the Hazel Dollar, consisting of assorted merchandise, was contracted for early in April. The steamship was chartered by Getz Bros. & Co. some time ago. The charter rate holds, as a matter of course. The sailing was hastened as much as possible to save demurrage, but there were difficulties in the way, the mention of which would make a good story alone.

Included in the orders for goods from Siberian dealers was a large quantity of salt. The rail connection with the marshes south of the city where the salt was, had been disrupted for the time being. It became necessary to resort to barges to get the salt to San Francisco. When the attempt was made to move out from the marshes the discovery was made that the bed of the bay at that point had been disturbed, and the water was shoaled so that it was necessary to dredge to deepen a channel for a short distance. When the attempt was made to dredge there was no burlap to put it in. The burlap being procured from another point, the lack of machinery to make bags caused the adoption of another expedient. Similar difficulties were encountered in other ways with different commodities. Finally, however, the merchandise was all aboard, and San Francisco as a community, in its sole capacity, is again represented by an entire cargo on the ocean, bound toward Asia.

Scow Nimrod is Missing.

The capsized hull of a scow schooner was found yesterday on the shore of Sheep Island. It is thought that the derelict is all that is left of the scow schooner Nimrod, which has been missing since about ten days ago, when she left the Presidio with a cargo of gravel for Mare Island. On board the Nimrod were three people—Hans Gulloxen, captain and when his son and one sailor. Nothing has been heard of these men since the Nimrod left the Presidio, and it was one of Gulloxen's relatives who chartered one of Crowley's launches to search for the missing scow that discovered the derelict on Sheep Island.

Close Call for Deck Hand.

When the ferry steamer Cazadero, from Sausalito, was making a landing at the foot of Market street yesterday morning at 8:45 she struck the end of the slip. One of the deckhands, who tried to use his arms as fenders, lost his balance and fell into the water. A life-preserver was thrown to him, and in a few seconds he was back on board.

Oodfisher Marion Wrecked.

A dispatch received at the Merchants' Exchange yesterday from Valdez tells of the loss at Chignik of the oodfisher schooner Marion, from this port. The Marion was a total loss, but all hands were saved and arrived yesterday at Valdez on the little steamer Dora.

To Load Lumber.

The German ship Emilie is chartered for lumber from Portland to Hamburg at 62 1/2 cents. The British ship Bardowie is engaged for the same business from the same port to Port Pirie at 38c, and the British ship Hesperus is engaged for a similar cargo at the same port for Callao at 48c 9d.

General Insurance.

My Records Have Been Saved
Temporary Office at
2424 SUTTER STREET
Clients Please Report Losses to Above Address.

The San Francisco National Bank

2340 PACIFIC AVE., temporary office

New Haven and Return

\$92.10
TICKETS ON SALE MAY 25, 26, 27 and 31.

Louisville, Ky., and return \$75.75

Home-Coming for Kentuckians
Chicago and return . . . \$72.50
St. Louis and return . . . 67.50
New York and return . . . 108.50

Back-East Excursions

Kansas City and return . . . \$60.00
St. Paul and return . . . 70.00
Boston and return . . . 109.50
And Other Eastern Points.

Tickets good for 90 days and can be used on the famous California Limited, 3 days to Chicago, or the comfortable Overland Express
ALL THE WAY
Yosemite Valley
SANTA FE AND NEW YOSEMITE VALLEY R. R. IS THE SHORTEST AND QUICKEST WAY.
TICKET OFFICES:
Ferry Building, San Francisco.
Post and Fillmore Sts., San Francisco.
1112 Broadway, Oakland.
40th St. and San Pablo Ave., Oakland.
University and West St., Berkeley.

NORTH SHORE RAILROAD

Via Sausalito Ferry.
For Sausalito, Mill Valley, San Rafael—Daily 7:00, 7:45, 8:25, 9:15, 9:50, 11:00 a. m.; 12:20, 1:45, 3:15, 4:35, 5:15, 5:50, 6:30, 7:15, 9:00, 10:15, 11:35 p. m.
Runs to San Quentin.
7:45 a. m. daily for Cazadero and way stations.
3:15 p. m. Saturdays only for Point Reyes and way stations.
Ticket Office: Union Depot, foot of Market st., S. F.

California Limited

To Chicago in 3 Days
Leaves daily at 9:30 a. m.
With Dinners and Sleepers
7:30 A. M. For Stockton, Merced, Fresno, Hanford, Visalia, Bakersfield
8:00 P. M. and intermediate points.
9:30 A. M.—California Limited, 3 days to Chicago. Leaves every day. Direct connection to Grand Canyon.
8:30 A. M.—Valley Limited for Stockton, Merced, Fresno, Hanford, Visalia, Bakersfield and points on Sierra Railway.
Oakdale and points on Sierra Railway.
4:00 P. M.—For Stockton, Fresno and intermediate points.
8:00 P. M.—Overland Express for Denver, Kansas City, Chicago and Grand Canyon.
TICKET OFFICES—Ferry Building, Post and Fillmore sts., San Francisco; 1112 Broadway, Fortieth st. and San Pablo ave., Oakland; University ave. and West st., Berkeley.

MT. TAMALPAIS RAILWAY.

Week Days and Sundays the same time.
N. V. San Francisco—9:50 A. 1:45 P.
A. V. Mt. Tamalpais—11:45 A. 1:45 P.
Lv. Mt. Tamalpais—9:10 A. 1:00 P. 2:30 P. 4:25 P.
Ar. San Francisco—10:45 A. 2:55 P. 4:23 P. 6:22 P.
Trains are and have run every day.
Ticket Office—Sausalito Ferry, Foot of Market St., San Francisco.

New York Underwriters' Agency OF THE Hartford Fire Insurance Co.

OF THE HARTFORD, CONN.

All persons holding policies in the above named company are hereby notified that the requirement of policies giving notice of loss is waived, and that the time named in the policies for filing proofs is also waived. Our insured are hereby notified that losses are now being adjusted and paid as rapidly as possible.

PACIFIC DEPARTMENT 464 TENTH ST., OAKLAND, MANN & WILSON, Managers.

London & Lancashire Fire Insurance Company

OF LIVERPOOL, ENGLAND.

Orient Insurance Company

OF HARTFORD.

We have today, May 19, 1906, opened our late San Francisco Office vaults and find our records in order. We shall now be able to proceed with the adjustment and payment of losses, and shall be obliged if

POLICY-HOLDERS WILL SEND THEIR PRESENT AND FORMER ADDRESSES AS SOON AS POSSIBLE
—To Our—
SAN FRANCISCO OFFICE, 2100 DEVISADERO STREET,
—Or Our—
OAKLAND OFFICE, 354 FOURTEENTH STREET,
That their claims may receive prompt attention.

N. B.—Extensions of time for giving notice of loss or filing proofs can be granted at the request of the insured.
Our Adjusters will deal with losses as far as possible in the order in which notice thereof is received, and there will be no charge to the insured for their services.
WILLIAM MACDONALD, Manager.

If persons who are insured in the "London and Lancashire" and, or, the "Orient" Insurance Companies ONLY, will kindly call at once at the Devisadero-street office it will facilitate the adjustment of their claims.

Phenix Insurance Company Of Brooklyn

Time for giving notice of loss or filing proofs will be extended on request. Our adjusters will make up proofs of all losses adjusted without expense to claimants. Call or address at new location.

POLYTECHNIC BUILDING

Cor. Twelfth and Harrison Streets, Oakland.
Will have one room of our offices in Kohl building ready for use in a few days. A. C. OLDS, State Agent, San Francisco, Cal. J. H. LENEHAN, General Agent, Chicago, Ill.

Atlas Assurance Co., Ltd.

Manchester Assurance Co.

Total Security - \$25,000,000.00
PERMANENT OFFICE
900 Eddy St., Cor. Franklin
SAN FRANCISCO

All Obligations Will Be Adjusted and Paid at Our San Francisco Office, City Department at Above Address Now Ready for Business.

THE CONTINENTAL FIRE INSURANCE CO. OF NEW YORK

Has already adjusted and paid many hundred thousands of dollars to its policy holders who suffered in the San Francisco fire. It has \$2,000,000 cash in bank to pay its losses, and after paying same will still have over \$18,000,000 assets and over \$5,000,000 of NET SURPLUS. We gladly furnish any information, and have a complete list of our policy holders.
MAKE UP CLAIMS IN DETAIL AND PRESENT IMMEDIATELY.
We pay at once, and our drafts are cashed by San Francisco and Oakland banks without exchange. Sixty days' extension of time will be granted upon written request of the assured for filing proofs of loss.
NEW BUSINESS ACCEPTED.
ARTHUR G. NASON & CO.,
Metropolitan Managers.

Rooms 89-91 Delger bldg., Oakland.
1931 Sutter st., near Fillmore, San Francisco.

State Fire Insurance Co., Ltd.

OF LIVERPOOL

Temporary office, 2100 Devisadero street, corner Sacramento, San Francisco, where all losses will be adjusted.
The following cablegram has just been received, dated Liverpool, England: "State will pay San Francisco losses with funds from this side from a special contribution by shareholders, without disturbing American assets and still leaving a large unalloyed capital and reserve."
WILLIAM MACDONALD, Manager.

THE Canadian Bank of Commerce

Will Remove From Its Present Temporary Office, 1715 Pacific Street, to Its Former Premises,
CORNER CALIFORNIA AND SANSONE STREETS,
ON
FRIDAY MORNING, 25th INST.