

Salmon Arrive From Northern Waters.

One Brings Details of Burning of a Cannery.

Ten vessels heavily laden with salmon arrived in port yesterday from Bristol Bay. They were the schooner Premier, Captain Hassar, twenty-five days from Nushagak, with 5000 cases of salmon; the ship Indiana, Captain Olsen, eight days from Nushagak, with 44,792 cases of salmon; the ship Albatross, Captain Charles B. Kenney, Sea Witch, Electra, Tacoma and Lucile and the steamer Jennie.

The Jennie brought further details of the burning of one of the big canneries of the Alaska Packers' Association situated at Kagoon the latter part of June. The plant was entirely destroyed. It was supposed to have been set off by some men from Dutch Harbor. The canneries, including plant, machinery and stock, was estimated at nearly \$1,000,000. Nine people perished in the flames and several others had a narrow escape for their lives.

The run of salmon was very light in the season, but at the close it was unusually heavy; in fact, it was so heavy that the canneries could not begin to take care of the catch.

HAS TEMPESTUOUS VOYAGE.

The German ship Magdalene arrived in port yesterday after a tempestuous voyage. From the day she left Ipswich she had nasty weather. Beginning June 4 until July 2 she ran into a succession of northeast gales. On July 12 she ran into a hurricane when the river plattic was blown to the mountains high. In the streets of the merrill the waves swept away a bridge, the starboard boat and skids and also did damage to the abutments.

The ship was so badly battered that Captain Timm expected her to go to the bottom at any moment. On July 2 she ran into a hurricane, which threw her on her beam ends. During the storm her doors were stove in, her rigging smashed and the crew were blown away and the came nearly being dismantled. During this period the crew were working up to their necks in water, while heavy seas were coming over the bows.

When off Cape Horn the ship passed between four immense icebergs. She is consigned to Girvin & Lyre and is 175 days from Ipswich and 140 days from South Saldia.

ENCOUNTERS ROUGH WEATHER.

The British bark Caradog came into port yesterday showing signs of the rough weather she had experienced on her way from Liverpool to this port. Captain Williams says it was one of the roughest voyages he ever experienced. On March 23, when in latitude 40 north and longitude 74 west, he ran into a severe westerly gale, accompanied by high cross seas, which carried away the mainmast, back stays, mizzen stays and stanchions on both sides. Several sails were also carried away. She was so badly battered up that on March 30 she put into Port Stanley. She sailed from that port in June 2. She was 256 days from Liverpool and 99 days from Port Stanley. The bark brings a cargo of general merchandise to Meyer, Wilson & Co.

WILL MEET SCHEDULE.

A United States transport is scheduled to sail from this port on Tuesday, September 25, for Manila. The Sheridan, which now lies stranded on the rocks at Honolulu, was the vessel scheduled to sail from here on that date. What vessel will leave here on that date has not yet been determined by the Government.

ARRIVES OFF PORT.

The bark Homeward Bound, Captain Thompson, arrived off the bar yesterday, where she received orders to proceed to Portland, Ore. She was in ballast 66 days from San Jose de Guatemala.

MARY E. FOSTER ARRIVES.

The schooner Mary E. Foster arrived yesterday, 30 days from Honolulu. Captain Johnson reports the loss of light winds all the way up to the islands. She brings 26,736 bags of sugar to Williams, Diamond & Co.

MAKES LONG TRIP.

The schooner H. C. Wright, Captain Nielson, arrived yesterday after a long trip of 35 days from Mahukona. This long voyage was occasioned by a procession of unusually light winds. She brings \$100 bags of sugar to Welch & Co.

SHIPPING NOTES.

The schooner Ottilie Fjord and the barkentine Fremont, both laden with cargoes, arrived yesterday from Behring Sea. The scene at the Golden Gate yesterday was a busy one. Twenty-two vessels put out to sea, and 21 vessels came into port.

The United States transport tug Slocum is undergoing extensive repairs at the transport dock. She will go into commission again on Thursday.

The Pacific Mail Steamship Company's steamer Siberia is due today from the Orient.

The Oceanic Steamship Company's steamer Mariposa will sail at 11 o'clock tomorrow for Tahiti.

COAST SHIPPING NEWS.

Items of Interest to Mariners of the Pacific.

SEATTLE, Sept. 9.—Passengers on the Dolph, arriving from Alaska yesterday, report the burning of the Kasan fish cannery, with loss of \$1,000,000.

The Norwegian tramp steamer Hero, which was last night reported speaking the long overdue Italian ship Avon, arrived at Antwerp to Pigeon Sound, on August 19. She also carried the British bark Inverell, overdue at Victoria.

Bain for the past three days has cleared the coast of smoke which has been a serious menace to navigation. The smoke was due to forest fires.

Some liner Ohio, on arrival in the north, reports a narrow escape from collision with an unknown vessel, supposed to be of the Empress line, on her way north. A short distance out from Cape Flattery the stranger crossed the Ohio's bow in a heavy fog, showing no lights and not blowing a whistle. The Ohio was reversed in the nick of time as the black hull of the American schooner Gemby was floated down the marine ways yesterday and has gone to Fort Geable to load lumber for San Francisco.

It is reported from Ketchikan, Alaska, that the schooner Albatross, on her way from Vezation Point, in Wrangle Narrows, one of the most dangerous points along the inside Alaskan coast, was wrecked on the rocks.

The Pacific Coast Steamship Company says that the demand of the sailors' union for an increase in wages, which is an extension of the

THEY TAKE PLEASURE IN STEALS.

Steals Over \$700 From an Office Crowded With Hundreds of Pleasure-Seekers.

WORKS CLEVER TRICK

SPECIAL DISPATCH TO THE CALL.

SANTA CRUZ, Sept. 9.—More than \$700 was stolen from the Tented City Corporation office today. The office, which is at the entrance of the hot bath department, was filled with people at the time. Lee Howard, the bookkeeper, had counted out some change for a customer and had placed a small sack containing about \$700 in gold at his elbow. The bartender came in and was given the change, and when Howard looked for the sack of gold it was gone. Howard was picked up when his back was turned.

JOHN SIMONDS DEAD.

San Francisco, Sept. 9.—John Simonds, president of the Simonds Saw Company of San Francisco, died yesterday afternoon in this city. Simonds came to California twenty years ago. He was highly esteemed in business circles and among his many friends for his integrity, kindness and generosity. He was a veteran of the Civil War, a member of George H. Thomas Post, G. A. R., of San Francisco, and was paralyzed by a stroke he retired from business several years ago.

The funeral will be held Monday afternoon at 2 o'clock from the residence, Hillegas avenue and Russell street.

SHIPPING INTELLIGENCE.

ARRIVED.

Star North Fork, Nelson, 18 hours from Monterey.

Star Point Arena, Fosen, 20 hours from Westport.

Star Whitler, Seaman, 20 hours from Port Harford.

Star James S Higgins, Higgins, 26 hours from San Francisco.

Star City of Esopus, Carroll, 22 hours from Eureka.

Star Jennie, Ecker, 15 days from Cooks Inlet, Ger ship Magdale, Timm, 175 days from Ipswich, via South Saldia 140 days.

Star Indians, a tender about from Nushagak, Bark Caradog, Williams, 256 days from Liverpool, via Cape Horn, 175 days from South Saldia, Bark Bren, Bertel, 85 days from Newcastle, Aus.

Schr H C Wright, Nielson, 38 days from Mahukona.

Schr Premier, Hassar, 25 days from Nushagak, Ship Tacoma, Sorenson, 22 days from Nakhok, Schriber, 22 days from Nakhok, Bark Fremont, Kelton, 23 days from Bering Sea.

Bark Charles, Halverson, 22 days from Nushagak.

Bark Carl B Kenner, Nelson, 29 days from Bristol Bay.

Bark Electra, Hemming, 16 days from Nushagak.

Bark Paramita, Moller, 24 days from Beldal.

Bark Sea Witch, Anderson, 17 days from Bristol Bay.

Schr Schriber, Cheto, Cranig, 15 hours from Delmar Landing.

Schr Allen A. Hendrickson, 25 days from Beldal.

Schr Ottilie Fjord, Dahlhoff, 14 days from Bering Sea.

DEPARTED FOR THE PORT SEPT. 9.

Star Homeward Bound, Thompson, 69 days from San Jose de Guatemala to Portland, Ore.

SAILED.

Power sch Newark, Johnson, 16 hours from Bixbee Landing.

Saturday, September 8.

Star Visigoth, Gulie, Portland.

Star Supt, Fremantle, via Eureka.

Star Navarro, Moreno, Crescent City.

Star Signal, Monroe, Coos Bay.

Star Thomas L Ward, Nakhok, Astoria.

Star James S Higgins, Higgins, San Francisco.

Star Umatilla, Nopander, Victoria, etc.

Star John, San Francisco.

Star F. K. Bunn, Meridian, Eureka, Coos Bay.

Star Corona, Gleason, Eureka.

Star Santa Rosa, San Diego, etc.

Star Arctic, Hendrickson, Eureka.

Star Rainier, Hansen, Seattle and Bellingham.

Star Acme, W. H. G. Portland.

Star Star, Allen, Grays Harbor.

Star Quinn, Stream, Grays Harbor.

Schr Able, in tow.

Schr Quillett, in tow.

Schr San Diego, Lipdberg, Monterey, in tow.

Schr Ruby, Koth, Coquille River, in tow.

Schr Rainer, in tow.

Schr A. West, Gruner, Grays Harbor, in tow.

Schr Segno, Hutman, Astoria.

Schr Carrier Dove, Anderson, Port Townsend.

Schr Astor, Gruner, Grays Harbor.

Schr Winz and Ward, Gruesel, Shelter Cove.

Schr Star, in tow.

Schr Salvador, Rosenzren, Grays Harbor.

TELEGRAPHIC.

POINT LOBOS, Sept. 9, 10 p. m.—Weather clear, wind 20 miles per hour.

DOMESTIC PORTS.

SEATTLE—Sailed Sept 8—Star Cottage City, for Skagway.

Sailed Sept 8—Star Oregon, for Valdes.

Sailed Sept 8—Star Shawmut, for Yakama.

TACOMA—Arrived Sept 8—Star Hydoras, from Yakama.

FOREIGN PORTS.

ARRIVED Sept 9—Bark Alga Bay, from New York, for Clerbury.

ARRIVED Sept 9—Bark Inverell, from Guaymas.

OCEAN STEAMERS.

NEW YORK—Arrived Sept 9—Star Carpathia, from Trieste, Palermo, Naples and Gibraltar.

NEW YORK—Sailed Sept 9—Star Celtic, for Liverpool.

TALLIE—Sailed Sept 9—Star Caledonia, for New York.

QUEENSTOWN—Sailed Sept 9—Star Etruria, for New York.

SOUTHAMPTON—Sailed Sept 9—Star Hamlyn, for New York.

DOVER—Sailed Sept 9—Star Vaderland, for New York.

NEW YORK—Arrived Sept 9—Star Arabic, from Boston.

NEW YORK—Arrived Sept 9—Star Cedric, for New York.

QUEENSTOWN—Arrived Sept 9—Star Lucia, from New York, for Southampton.

Breid Sept 9—Star Deutschland, for New York.

BREMEN—Arrived Sept 9—Star Bremen, from New York, for Rotterdam.

BOULOGNE—Arrived Sept 9—Star Ryndam, from New York, for Rotterdam, and proceeded.

Memoranda.

Per sch H C Wright, from Mahukona Sept 9—Had light air the entire voyage.

Per Br bark Caradog, from Liverpool Sept 9—March 23, in lat 97, long 80 W, had heavy westerly gale and high cross sea; carried away mainmast, back stays, mizzen stays, and stanchions on both sides; blew away several sails; put into Port Stanley March 30, repaired, and sailed June 2.

Per Ger ship Magdalene, from Ipswich Sept 9—Had succession of NE and westerly gales from June 4 to July 2; had heavy NE hurricane July 12 off River Platte, with high mountains, waves, carried away bridge, mainmast, back stays, and stanchions on both sides; blew away several sails; put into Port Stanley March 30, repaired, and sailed June 2.

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WORK ON NEVADA ALPINE.

Large Amount of Shipping Ore Being Taken Out.

TONOPAH, Nev., Sept. 8.—Work on the Nevada Alpine mine, Lone Mountain, is proceeding steadily and shipping ore is being taken out and piled on the dump. Owing to the soft state of the roads as a result of the repeated washouts and cloudbursts of the last few weeks it is impossible for the tonnage to make the trip to the railroad

Drifting Gold.

Deficiency Is Due to the Lack of Training and Suitable Targets for Practice.

NEED ARMY TACTICS

Thousands of dollars' worth of powder have been used in the target practice recently held at Sea Girth, N. J., to prove the efficiency of men with the rifle as a weapon of attack and of defense. The men who participated in this contest represented the United States Army, Navy, Marine Corps and National Guard organizations of the thirty-five States and two Territories.

California marksmen, while they did a little better than at the contest of the previous year, failed, as they do, to place themselves in the list of crack shooters.

The winners of the six prizes offered were: United States Infantry with an aggregate score of 3213; United States Cavalry, 3191; Massachusetts National Guard, 3177; New York National Guard, 2165; United States Navy, 2131, and United States Marine Corps, 2112.

Washington and Minnesota were tenth on the list with a tie score of 2307. Oregon with a score of 2745 is rated as twenty-first, and California with a score of 2718 is rated twenty-second. The points higher than it was a year ago.

The position that California occupies in this contest may be easily accounted for by the simple assertion, "lack of training." A tenderly about the officers of the guard whose duty it is to encourage target practice and want of opportunity for the men to practice.

The roster of the National Guard in this State has upon it the names of 10,000 men. The National Guard Inspector of small arms practice on every staff, but the record shows that these officials have done but little to advance rifle practice. Little has been done in the matter of establishing suitable ranges for practice.

NO RIFLE RANGE.

San Francisco with its large number of Guardsmen has not a rifle range that is worthy of the name, the one at Glen Park being practically useless. It is a tenderly about the officers of the guard whose duty it is to encourage rifle practice and the men are called to engage in competitive shooting only about a month before the contests at Sea Girth open, so long as the California shooters stay below the twenty line in the contests.

It is reported that the Adjutant General of the State will in a short time endeavor to secure sites for rifle ranges in the northern and in the southern parts of the State.

COLONEL OF THE FIFTH.

Major D. A. Smith of the Fifth Infantry, who was elected colonel of the regiment to succeed J. F. Hayes, resigned, received his commission last week and is now the commanding officer of the organization, but he will not assume active command till some time this week, when all accounts of money and property shall have been properly adjusted. Colonel Smith has been an acting inspector of the National Guard in this State for thirty-four years, having enlisted as a private in Company D of the Fifth in August, 1872. After serving as a private for five years he was successively promoted sergeant, first lieutenant, captain and paymaster, captain and adjutant of the regiment, which position he held when the Spanish-American war broke out, and he was commissioned captain of Company B, Second Infantry, in 1898. He was mustered out of the service in 1891, returned to the Fifth Infantry, was elected major, and two years later was re-elected and was sent to the Philippines as adjutant of his promotion as colonel of the regiment.

CAPTAIN GILGOLY HONORED.

The members of Company G, Fifth Infantry, located in Alameda, on last Tuesday gave a farewell banquet in the armory to retiring Captain J. W. Gilgoly, who has been in the service of the United States for thirty-four years. The members of the company showed their appreciation of his retiring captain by presenting him a magnificent gold seal ring.

Major Douglas, formerly of the First Infantry Regiment which was disbanded, has been held last week under command of Major Mathewson, was indefinitely postponed on account of the car strike.

For the same reason company drills have been suspended, but the conditions are again normal drill will be in order again this week.

Too many so-called progressive people are always looking for an opportunity to butt in.

Mining by Dredge Finds Favor With Alaska Claim Owners.

Guggenheims Pioneers in Movement to Save Drifting Gold.

Stampede to creeks that afford favorable conditions for operating the gold dredger is the latest phase of mining in the Klondike.

In a stampede to creeks that afford favorable conditions for operating the gold dredger is the latest phase of mining in the Klondike. In a short time large areas have been staked out on Swede Creek, Kirkman Creek, All Gold Creek, all of the Klondike River above which are the Boyle concessions, all the big flat opposite Dawson, all the ground along the Yukon River above Porty Mile, long the Klondike River, Lower Sulphur and other streams, and also the American streams in the vicinity have new stakes, showing that the dredging impulse is general. The Government office is swamped with applications. Day and night the Government is being located. Old diggings, in view of the dredger idea, have been in demand in every direction. Claims that were staked out in 1897 and 1898 and that have been forgotten ever since are considered valuable again.

There is gold in all the old claims, presumably. They were worked in the early days in somewhat wasteful fashion and the tailing bars, gold, some instances, under the old system, the excess of water prevented profitable working of the ground. The dredger process can be utilized under all the conditions existing.

The Guggenheims have led the way in dredging for gold in the Yukon. According to the Fairbanks Evening News, published in the Tanana country, the Guggenheims have taught the miners of the north more in one year about mining the frozen gravels than they had learned in all the years since they began to work along the Yukon. So far as the Guggenheims are concerned there are no more frozen gravels. "Strip the tundra" reports the News, "and the running water does the rest." The process has made of frozen gravel a problem no more serious than thawed ground.

The importance of this scheme to the entire north is inestimable. There are hundreds of acres of low grade gravel, which has been practically useless. It is a tenderly about the officers of the guard whose duty it is to encourage rifle practice and the men are called to engage in competitive shooting only about a month before the contests at Sea Girth open, so long as the California shooters stay below the twenty line in the contests.

The gold output of the northern country for the fiscal year ending June 30, as recorded through the assay office at Seattle, amounted to \$20,000,000 in round numbers, of which \$7,000,000, from the Tanana country, came from Nome and the remainder from the Canadian Yukon and from various mines in the Northwest. These figures are supplied by the Seattle Post-Intelligencer.

Patting Mines to Work.

The California mining news of a week include reports concerning the reopening of the present generation of kickers has long passed away and will always be friendly helpers to weary prospectors and travelers.

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GOULD ROAD TO OREGON.

Coming of His Right-Hand Financial Man Revives Prospect of the Move

McCLEMENTS ON WAY