Cruiser California Again Fails in Endurance Test on Account of Fault in Her Bearings.

Oceanic Steamship Company's Liner Ventura Sails at Noon Today for Australia With a Large Number of Passengers.

The new cruiser California failed again yesterday in the endurance test which is all that now stands between her and acceptance by the Navy Department. Although disappointed, neither builders nor trial board are discouraged, and in this third failure see no reason to change their opinion that the cruiser bearing the name of this State is one of the best pieces of work ever turned out by an American shipyard.

At a moderate speed the cruiser's engines work perfectly. When she came back from her second trial it was under one engine with the motionless port propeller dragging like a sea anchor astern. The resistance of this great inert mass is equal to the strain of a vessel towing behind, but in spite of the handicap the California rollicked home at a fifteen-knot gait.

She returned yesterday using both engines and came into the harbor at about sixteen knots an hour. Before attempting to make full speed the California went to sea yesterday twenty-five miles beyond the Farallones. She had been running only a few minutes when it was seen that the crank pins of both engines were heating. As it was evident that the fault in adjustment of the bearings had not yet been corrected it was decided to give up the attempt.

It was said yesterday by those on board that the cruiser could have run for four hours at the contract speed, but in view of the evident irregularity it was deemed wiser to postpone the test until further changes had been made.

It is probable that the cruiser will have another trial next Tuesday.

Ventura Sails Today.

The Oceanic Steamship Company's liner Ventura, Captain Hayward, will sail at noon today for Honolulu, Pago Pago, Auckland and Sydney. She will carry a full cargo and more than 100 cabin passengers.

Among the passengers will be the Hon. James Mills, managing director of the Union Steamship Company of New Zealand, and Mrs. Mills. Mrs. A. B. Davis and family of Jenner, Sonoma County, are going to Australia on the Ventura to visit friends in Victoria. C. A. MacDonald, a prominent merchant of Sydney, also will be a passenger.

Her passengers will include the following:

Honolulu—Wallace Alexander, Mrs. Alexander, Father Andrew, W. K. Andrews, C. S. Bristow, Mrs. J. K. Brown, R. B. Browning, W. A. Bryan, W. R. Castle, Mrs. E. A. Clarke, Miss H. Clarke, Miss M. E. Clarke, Miss S. Cook, Father Dictor, F. S. Dodge, Rev. J. E. Dodge, Father Edward, Ira Eskew, Mrs. Eskew, Archie L. Gage, Mrs. W. M. Giffard, Mrs. W. G. Gloyd, Miss G. Gloyd, J. F. T. Hagens, N. W. Hamilton, Mrs. Hamilton, Dr. P. Hatton, Mrs. Hatton, L. A. Hayden, Mrs. Hayden, E. T. Herrick, Mrs. Herrick, Mrs. J. A. Hopper, Miss M. Hopper, P. C. Jones, Mrs. Jones, Mrs. B. S. Joynes, Miss Ada Kirkpatrick, E. J. Lea, R. B. Legg, William Lehay, J. A. Luis, Miss E. J. McKinley, Miss M. R. Martin, Father Maur, Charles Pappan, E. Patterson, Miss D. Peterson, Mrs. A. W. Pearson, Rev. W. C. Poole, Mrs. Poole and child, G. C. Reece, Miss Adele Reiners, Mrs. A. H. Rice, Mrs. N. R. Robeson, Mrs. S. Rosenberg, H. Schultze, Mrs. Schultze, H. Schultze, Master E. Schultze, Master H. Schultze, A. Schwartz, C. P. Stwert, Miss M. F. Strand, Mrs. R. Swinton, C. O. Tappan, Miss M. Thurston, Father Victor, E. W. Watson, Mrs. Watson, Dr. J. M. Whitney, Mrs. Whitney, Miss Wilcox, S. G. Wilder, Mrs. Wilder.

Join at Honolulu for Sydney—Mrs. C. Langmuir, Mrs. C. Leadbetter, B. E. Schlesinger.

Pago Pago—Miss Clara Bruhn, Hon. Phil Deters, Mrs. Deters, Paul Liesan, Charles Moore, Mrs. Moore, Master Moore.

Auckland—J. P. Luke, Mrs. Luke, Hon. James Mills and secretary, Mrs. Mills and maid, E. V. Raynolds, Miss E. Raynolds, Miss P. Shand, Mr. Simmons, Mrs. J. M. Stearns, J. M. Thompson, W. A. Bowles, G. A. Christensen, J. C. Cullen, E. L. Dee, W. D. Ellis, Robert Greer, W. Hansen, Miss A. Hansen, R. W. Houston, A. A. Jackman, J. H. Jenkins, W. Johnson, Mrs. E. Jones, Mrs. I. F. Keller, W. G. Knapp, H. C. Millard, J. Rutledge, Mrs. Rutledge.

Sydney—George Beach, N. A. Cobb, A. M. Cohen, Mrs. A. B. Davis, Miss F. Davis, Miss W. Davis, W. K. Freeman, J. Hardie, Mrs. A. B. Honeyfield, J. B. Jarvis, T. C. Johnston, M. J. Keeler, V. A. Little, Mrs. Little, C. S. MacCalla, C. A. Macdonald, P. E. Merfield, H. H. Porter, Mrs. M. A. Rapken, Miss S. Rapken, Rev. J. Ryan, Mrs. Francis Smith, Thomas Smith, R. Symons, T. Whitehead, W. Anderson, James Brown, Miss J. Campbell, J. Cooper, Mrs. L. Hay and child, S. E. Ingram, G. A. Irwin, Mrs. L. Lamprell, Miss H. Lamprell, Master J. Lamprell, Master H. Lamprell, Mrs. Emily Jones, Mrs. A. Poole and child, Miss E. Poole, Miss M. Poole, W. Reece, A. Rintermann, Mrs. G. Rogers, H. S. Rosenthal, Mrs. Rosenthal, Mrs. Slater and child, A. N. Tanner, J. Taylor.

Slocum Off for Honolulu.

With her bunkers stowed to their full capacity and her deck filled to the rail with coal the army tug Slocum, Captain Ike Smith, was expected to get away last evening for Honolulu. She is to bring back the rock-torn and disabled transport Sheridan. Captain Smith expects to make Honolulu in about ten days. The Slocum has been overhauled and put into first-class condition for the trip and her crew has been enlarged to twenty-four men. Captain Smith is an experienced navigator and as an old tow-boat man is well equipped for any emergency that might arise on the homeward voyage when the Slocum will be burdened with an unusually unwieldy tow. The Slocum is a powerful ocean-going tug and well adapted for the task that has been set her.

Welch Shows His Authority.

Chief Wharfinger Welch yesterday visited pier 38, known as the Little Mail dock, and finding the big gate leading to the wharf locked, broke the padlock with a rock and returned to his office triumphant. The Pacific Mail Company was notified some time ago to surrender this wharf to the Harbor Commissioners. R. P. Schwerin needed the dock in his business, however, and although he acknowledged receipt of the board's notification promptly and in words of faultless courtesy, he went on using it. Whenever the Chief Wharfinger found himself up against the problem of more ships than wharves he tried to get the use of this Little Mail dock, but always it was loaded with freight or already occupied by a Panama liner. The City of Panama is there now and will remain there until she sails this afternoon, but the Chief Wharfinger yesterday made up his mind that he would show Schwerin who was running the water front. So he broke the padlock. The gate remained closed, however, and Schwerin is still using the wharf.

Coptic Will Sail Today.

The Occidental and Oriental Steamship Company's liner Coptic, Captain Dixon, will sail at 1 o'clock this afternoon for the Orient. She will carry a full cargo and about eighty cabin passengers. The City of Panama will sail at noon for the Isthmus.

COAST SHIPPING NEWS

Items of Interest to Mariners of the Pacific.

SEATTLE, Oct. 26.—During the night the gale blowing in the straits for the last three days died out. Slight damage to shipping is reported today from several ports along the straits where safety was sought.

The schooner Robert Searles has finished loading lumber here and has gone to Everett to complete her cargo with poles. She will sail Sunday for San Pedro. The steamer Mackinaw arrived last night from Nome. Today she left for Everett, where she enters the San Francisco lumber trade for the winter season. The Japanese training ship Alden Besse has been chartered to carry two cargoes of lumber to San Francisco after which she will load lumber for Taku, China. Hind, Rolph & Co. have chartered the ship Henry Villard to carry 1,250,000 feet of lumber to San Francisco. The price was $8.50 a thousand, the highest yet paid for a San Francisco charter. The Pacific Coast Company announce the steamship Montara will begin loading a Seattle cargo at San Francisco November 2.

At the local Pacific Coast Steamship offices it is announced that Captain Rinder, formerly master of the Minnesota, has been appointed traveling assistant superintendent of the company to assist Captain Wallace of San Francisco. He will travel to all ports at which the company's boats touch and superintend the general work.

The steamer Spokane will sail for San Francisco tomorrow with a full passenger list and all the freight she can carry. The Buckman is also scheduled to get away tomorrow for San Francisco and will have all the freight and passengers she can carry.

The schooner Spokane sailed today for San Francisco with 1,000,000 feet of lumber. The schooner Polaris sailed last night for San Diego with lumber. The steamer Washington of the L. H. Gray line will sail for San Francisco tomorrow with a full cargo of lumber and thirty passengers.

TACOMA, Oct. 26.—The steamship City of Seattle has arrived at Seattle from Skagway with $318,000 in gold from Dawson and with a large shipment of fish.

High winds damaged shipping at Everett yesterday. The ship Great Admiral broke her moorings at Mukilteo and was blown dangerously near the shoal waters of Hat Island. Scows of lumber broke from their moorings and were scattered over the bay.

The four-masted schooner Mary E. Foster, Captain Johnson, finished a cargo of lumber at Port Blakeley today for Honolulu and towed to sea.

The United States cable ship Burnside arrived today from Seattle and will load 200 miles of cable for the Alaska extension. The New York liner Hawaiian, of the American-Hawaiian line, arrived this morning and is taking cargo.

While no formal reply has been made to the demand of the longshoremen here for an increase of wages the request will be refused by the boss stevedores. Men are getting forty cents an hour and fifty cents overtime. They want fifty cents an hour and seventy-five cents for overtime.

SAN PEDRO, Oct. 26.—The schooner Stimson, Captain Peterson, arrived fifteen days from Ballard with 900,000 feet of lumber consigned to the Stimson Mill and Lumber Company. The steamer Sanoa, Captain Klinker, arrived today from Little River via San Francisco with a cargo of railroad ties for the Kerckhoff-Cuzner Company.

The tug Monarch arrived today from Port Harford with the oil barge Santa Paula in tow, with a cargo consigned to the Union Oil Company. She will clear for Port Harford tonight. The tug Sea King arrived today. The schooner Eric, Captain Wick, finished discharging her lumber cargo and sailed today in ballast for Coos Bay, where she will load a return cargo for San Pedro.

The steam schooner Czarina, Captain Duggan, has arrived at Redondo from Portland with 17,000 railroad ties for the Santa Fe and Tonopah and Tidewater railroads. The schooner J. W. Cline, Captain Haley, arrived yesterday at Redondo from Ballard with a full cargo of lumber, 900,000 feet.

The schooner H. D. Bendixen, Captain Thunell, reported as having sailed in ballast for Aberdeen, did not get to sea until today, having been delayed in order to complete her crew.

Vigorous opposition to the Banning Company's plan for the establishment of a bulkhead at Avalon, Catalina Island, developed at a meeting held before Captain Ames Fries, corps of engineers, United States army. Three protests were filed, each signed by forty or more property-owners on the island.

The steam schooners Alcatraz, Captain Fredricks, and the Alcazar, Captain Thompson, cleared tonight for San Francisco. The former will load at Alcatraz landing and the latter at Greenwood. The steamer Inqua, Captain Johnson, is scheduled to clear tomorrow night for Eureka, taking freight and passengers for San Francisco.

ASTORIA, Oct. 26.—The oil-tank bark Roderick Dhu, in tow of the tug Dauntless, has arrived from Portland and will leave tomorrow for California. The Portland-San Francisco freighter Barracouta arrived from Portland today and is loading here for San Francisco. She will go to sea tomorrow evening. The steamer J. B. Stetson, lumber-laden for San Francisco, went to sea today. The British steamer Strathfillan arrived here today from San Francisco and left for Portland, where she will load grain for the Orient. The British steamer Wyneric, with a large cargo of lumber, arrived today from Portland and will go to sea at the first opportunity. The Wyneric is in comamnd of First Officer Dent, her master being laid up with a serious illness in Portland.

The arrival of the American ship C. F. Sargent at New York, from this port, creates fear for the safety of the American bark Harry Morse, which sailed from here a month earlier than the Sargent and for the same port, with a similar cargo of lumber. When the Morse left this port she was leaking badly and many prophesied at the time that the vessel would not reach her destination.

The British bark Peter Iredale, which was wrecked off Clatsop Beach yesterday morning, is still resting easily, and at low water it is possible to walk to her. She is settling in the sand somewhat, but as she is light in ballast, only drawing twelve feet, she should not make much of a bed. Her master and officers are still with her and will remain until a survey is held.

Major Roesseler at Fort Stevens has been authorized by the War Department to expend $60,000 to $70,000 in the purchase of materials sufficient to complete the tramway at the sea end of the Columbia River jetty. It is expected that if there is a river and harbor bill next winter it will carry sufficient money to complete the south jetty. Major Roesseler wants to have the tramway complete by the time the money becomes available, so that work on the jetty may be taken up just as soon as the new contracts can be let for the delivery of stone.

PORTLAND, Or., Oct. 26.—W. J. Burns, as president of Balfour, Guthrie & Co., in the Northwest, affixed his signature to the agreement between the Exporters and Grain Handlers shortly before noon today, thus completing the contract. The longshoremen returned to work this morning on different vessels in the harbor, with the exception of those being consigned to or under charter to Balfour, Guthrie & Co. When official notice is given this afternoon that the firm is numbered among those which signed the agreement its name will be removed from the "unfair" list.

Preparations are being made to raft logs and piling from the Columbia River to California on an extensive scale next spring. Two huge cigar-shaped rafts are building at Stella, to be towed to San Francisco when the winter storms are over. Each will be 700 feet long and will contain close to 10,000,000 feet of lumber.

Three lumber droghers were added this morning to the list of vessels now en route to this port. They are the schooners George E. Billings and Mahwah and the American ship Elwell. The schooners are coming from San Francisco and the ship comes from San Pedro.

With a cargo of general freight and a passenger list of eighty-seven, the steamer Roanoke arrived last night from San Pedro and way ports. She will sail tomorrow night on the return trip.

SANTA BARBARA, Oct. 25.—The Japanese fishing schooner Sea Lion was wrecked at Dicks Harbor, Santa Cruz Island, according to a report received here today. The vessel dragged her anchor in a heavy sea and was driven ashore and completely wrecked.

HONOLULU, Oct. 14.—The Commercial Pacific Cable Company will have a supply boat built on the coast for service between Pacific Ocean stations, as an attempt was made to prevent the Restorer, a British vessel, from taking supplies to the Mongolia's passengers at Midway.

An interlocutory decision was given by United States Judge Dole yesterday on the exception to libel for salvage in the admiralty suit of the Commercial Pacific Cable Company against the steamship Manchuria. It was found that the libelant, as charterer of the steamship Restorer, had not alleged an interest in the latter sufficient to justify its claim of right to bring suit. The exception was allowed with leave to libelant to amend its libel within ten days.

Owing to the leaky condition of the ship and the lack of sufficient coal to operate both the pumps and the motive power, the steamer Morning Star was forced to put back for Honolulu when some 500 miles at sea en route for Seattle.

The missionary steamer left here October 9, to be offered for sale on the coast. The weather conditions were most favorable and the first day out the vessel steamed 180 miles. The second day only 120 miles were made. On October 12 Engineer Donaldson reported to Captain Garland that it would be dangerous to proceed any farther, the vessel being aleak and making eighteen inches of water an hour. To handle this he had to employ much of his power for the pumps and consume quantities of coal. The leak had been found within an hour or two of the vessel's sailing, but Donaldson had gone on in the hope of the hull tightening up. Instead of lessening, however, he found that the leak was getting worse and that with the extra demand on the coal there would not be enough for the vessel to reach Seattle or even San Francisco.

The Army Transports.

The Buford is at Honolulu.
The Burnside is at Seattle.
The Crook is in port. Out of commission.
The Dix is at Seattle.
The Kilpatrick is at Manila.
The Logan is in port. Will sail for Manila November 5.
The Ingalls left Manila September 8 for New York.
The Meade left Manila September 8 for New York.
The Sheridan is at Honolulu.
The Sherman left Honolulu October 24 for Manila.
The Thomas left Manila October 10, Nagasaki October 16, and is due here November 8.
The Warren is in port. Out of commission.

The Overdue List.

Norwegian bark Theodor, out 239 days from Fort Tampa, for Yokohama, 90 per cent.
British steamer Hynford, out 54 days from Bahia Blanca, for west coast of South America, 35 per cent.
Italian ship Margherita, out 158 days from Genoa, for Antofagasta, 8 per cent.
Norwegian ship Cortez, out 137 days from Hamburg, for Antofagasta, 8 per cent.
German ship Peter Rickmers, out 154 days from Rangoon, for Bremen, 20 per cent.
American schooner Kineo, out 183 days from Kahului, for Delaware Breakwater, 40 per cent.
British ship Scottish Glens, out 178 days from Antwerp, for San Francisco, 10 per cent.
British ship Legland Bros., out 206 days from Antwerp, for San Francisco, 10 per cent.
British ship Palgrave, out 186 days from Hamburg, for San Francisco, 10 per cent.

NEWS OF THE OCEAN.

Tonnage Engagements.

The British ship Blythewood is chartered for wheat from Puget Sound to Europe at 26s 3d, and the German ship Adolf for barley from here to Europe at 23s 9d (if to a direct port 9d less). Both were chartered prior to arrival.

The British bark Adderly (on Puget Sound) will load lumber there for Sydney on owner's account.

A Cargo for Honolulu.

The barkentine Coronado was cleared yesterday for Honolulu with an assorted cargo valued at $67,106, and including the following:

657 bbls flour, 223 ctls wheat, 7446 ctls barley, 602 ctls corn, 43,779 lbs middlings, 12,933 lbs bran, 3885 lbs millfeed, 310 bales hay, 34,790 lbs beans, 1353 lbs peas, 837 lbs garlic, 1800 lbs coffee, 1499 cs canned goods, 5000 lbs mess beef, 2760 lbs and 25 cs table meals, 3050 cs, 300 bbls and 25 half-bbls salmon, 25,000 lbs sugar, 50 cs and 1 bbl pickles, 1500 lbs paste, 7495 lbs bread, 600 lbs chocolate, 450 lbs hops, 115 cs table preparations, 9681 gals and 10 cs wine, 211 gals and 162 cs whisky, 2040 gals vinegar, 3 cs cider, 9666 railroad ties, 205 bales paper bags, 1095 cs soap, 165 pkgs wagon material, 41 crts sewing machines, 30 bbls and 38 cs oils, 27 bales twine, 12 cs hats and caps, 11 cs dry goods, 2 cs machinery, 7 rolls leather, 195 pkgs shooks, 16 bdls brooms, 1037 ft hardwood, 405 pkgs paper, 35 cs matches, 54 pkgs paints, 114 pkgs and 250 pcs mill work, 12,415 lbs resin, 7800 lbs soda, 450 cs and 400 kegs blasting powder, 50 cs blasting caps, 30 cs fuse, 23,200 lbs coal.

Notice to Mariners.

The following affects the List of Lights, Buoys and Daymarks, Pacific Coast, 1906:

OREGON AND WASHINGTON.

Columbia River, page 55—Cowlitz River buoy, ½, a black first-class spar, was established October 3 in 22 feet of water to mark a turn in the main channel of the Columbia River.

Cottonwood Island, left tangent, E ¾ N.
Cottonwood Island, right tangent, E S E ¼ E.
Wharf above Rainier, NW corner, S ½ E.

ALASKA.

Peril Strait, page 98—Liesnoi shoal buoy, 3, a black second-class can, reported adrift October 13, will be replaced as soon as practicable.

By order of the Lighthouse Board.
P. J. WERLICH,
Commander, U. S. N., Lighthouse Inspector.

Movement of Steamers.

TO ARRIVE.

Steamer.	From	Due.
Blackheath	Nanaimo	Oct. 27
Barracouta	Portland & Astoria	Oct. 27
M. F. Plant	Coos Bay	Oct. 27
Eureka	Humboldt	Oct. 28
Sea Foam	Mendocino & Pt. Arena	Oct. 28
Centralia	San Pedro	Oct. 28
Corona	Humboldt	Oct. 28
Daisy Mitchell	Willapa Harbor	Oct. 28
Breakwater	Coos Bay	Oct. 28
Nevadan	Seattle	Oct. 29
Vanguard	Humboldt	Oct. 29
H. K. Maru	China & Japan	Oct. 29
Edith	Seattle	Oct. 29
City Peking	New York via Anucon	Oct. 29
State of Cal.	S. Diego & Way Ports	Oct. 29
Hawaiian	Seattle	Oct. 29
Roanoke	Portland & Way Ports	Oct. 30
Curacao	Mexican Ports	Oct. 30
Pomona	Humboldt	Oct. 30
Alameda	Honolulu	Oct. 30
Spokane	Puget Sound Ports	Oct. 30
Buckman	Seattle & Tacoma	Oct. 30
Acapulco	New York via Ancon	Oct. 31
Coronado	Grays Harbor	Oct. 31
Denderah	Seattle	Oct. 31
City Topeka	Humboldt	Nov. 1
Pomo	Pt. Arena & Albion	Nov. 1
Santa Rosa	S. Diego & Way Ports	Nov. 1
Umatilla	Puget Sound Ports	Nov. 4

TO SAIL.

Steamer.	Destination.	Sails.	Pier.
	October 27.		
Elizabeth	Coquille River	4 pm	Pier 20
Ventura	Sydney & Way Pts	5 pm	Pier 7
Bonita	San Pedro & Way	9 am	Pier 11
Northland	Astoria & Portland	5 pm	Pier 10
Aztec	Portland & Astoria	11 am	Pier 24
City Panama	N. Y. via Ancon	12 m	Pier 40
	October 28.		
Centralia	Grays Harbor	2 pm	Pier 10
M. F. Plant	Coos Bay	4 pm	Pier 13
City Topeka	Humboldt	1:30 p	Pier 9
Watson	Seattle & Tacoma	1:30 p	Pier 20
S. Rosa	San Diego & Way	10 am	Pier 11
	October 29.		
Rainier	Seattle & Bel'ham	4 pm	Pier 10
City Puebla	Puget Sound Ports	11 am	Pier 9
Jim Butler	Grays Harbor	3 pm	Pier 16
	October 30.		
Roanoke	Los Angeles Ports	5 pm	Pier 13
Eureka	Humboldt	9 am	Pier 13
Corona	Humboldt	1:30 p	Pier 9
Coptic	China & Japan	1 pm	Pier 40
Breakwater	Coos Bay	5 pm	Pier 8
	October 31.		
Vanguard	Humboldt	3 pm	Pier 10
Coronado	Los Angeles Ports	10 am	Pier 10
Sea Foam	Point Arena	4 pm	Pier 2
	November 1.		
Pomona	Humboldt	1:30 p	Pier 9
State of Cal.	San Diego & Way	10 am	Pier 11
D. Mitchell	Willapa Harbor	4 pm	Pier 2
	November 2.		
Denderah	Hamburg & Way	12 m	Pier 19
	November 3.		
Alameda	Honolulu	11 am	Pier 7
City Peking	N. Y. via Ancon	12 m	Pier 40
Queen	Puget Sound Ports	11 am	Pier 9
Buckman	Seattle & Tacoma	1:30 p	Pier 20

TO SAIL FROM SEATTLE.

Steamer.	Destination.	Date.
Jefferson	Skagway & Way Ports	Oct. 27
Humboldt	Skagway & Way Ports	Oct. 29
Northwestern	Valdez & Seward	Nov. 1
Saratoga	Valdez and Seward	Nov. 8
Portland	Seldovia & Way Ports	Nov. 10

Sun and Tide.

United States Coast and Geodetic Survey—Time and Heights of Tides at Fort Point. For City Front (Mission-street wharf) add 25 minutes.

SATURDAY, OCTOBER 27.

Sun rises 6:30
Sun sets 5:17

Oct.	Time (L W)	Ft.	Time (H W)	Ft.	Time (L W)	Ft.	Time (H W)	Ft.
27	1:24	0.8	8:34	5.0	2:14	2.5	8:10	4.5
28	2:16	1.0	9:10	5.2	3:05	2.0	9:11	4.6
29	3:06	1.3	9:45	5.2	3:50	1.5	10:05	4.7
30	3:46	1.6	10:14	5.3	4:30	1.2	10:56	4.7
31	4:22	1.9	10:42	5.3	5:02	0.9	11:44	4.6

U. S. Branch Hydrographic Office.

A branch of the United States Hydrographic Office, located at the Merchants' Exchange, is maintained in San Francisco for the benefit of mariners, without regard to nationality and free of expense. Navigators are cordially invited to visit the office, where complete sets of charts and sailing directions of the world are kept at hand, for comparison and reference, and the latest information can always be obtained regarding lights, dangers to navigation and all matters of interest to ocean commerce. The

Weather Report.

United States Department of Agriculture—Weather Bureau Report. San Francisco Oct. 26.

STATIONS.	Barometer.	Maximum Temperature.	Minimum Temperature.	Direction of Wind.	Weather.	Precipitation.
Baker	30.32	66	54	SW	Clear	.00
Boise	30.26	70	58	NW	Clear	.00
Eureka	30.12	64	50	N	Clear	.00
Flagstaff	30.10	70	28	SE	Cloudy	.00
Fresno	30.00	84	48	W	Clear	.00
Independence	30.10	82	38	SW	Clear	.00
Kalispell	30.20	62	48	W	Cloudy	.00
Los Angeles	29.92	94	58	W	Pt. Cldy	.00
Modena	30.16	72	32	E	Pt. Cldy	.00
Mt. Tamalpais	30.06	74	66	NE	Clear	.00
North Head	30.30	56	52	SE	Cloudy	.01
Pocatello	30.16	66	54	SW	Clear	.00
Pt. R. Light	29.96	77	—	SE	Clear	.00
Portland	30.38	70	58	SW	Cloudy	.00
Phoenix	29.94	88	48	W	Pt. Cldy	.00
Reno	30.24	72	36	E	Clear	.00
Red Bluff	29.98	90	62	NW	Clear	.00
Roseburg	30.24	74	58	NW	Clear	.00
Sacramento	29.98	80	52	SE	Clear	.00
Salt Lake	30.20	64	48	E	Cloudy	.00
San Diego	29.94	76	60	SE	Clear	.00
San Francisco	29.98	62	54	NW	Clear	.00
San Jose	29.94	86	—	NW	Clear	.00
S. Luis Obispo	29.94	92	62	NE	Clear	.00
S. E. Farallon	30.00	55	—	NW	Clear	.00
Seattle	30.30	56	54	E	Rainy	Tr.
Spokane	30.26	64	52	SW	Cloudy	.00
Summit	.....	64	30	W	Clear	.00
Tatoosh	30.22	52	48	E	Rainy	.01
Tonopah	30.18	68	50	NW	Clear	.00
Walla	30.28	70	60	SE	Pt. Cldy	.00
Winnemucca	30.30	72	30	NE	Clear	.00
Yuma	29.92	88	52	NE	Clear	.00

WEATHER FORECAST.

For San Francisco and vicinity—Fair Saturday; not so warm; light northeast winds, changing to west.

For Sacramento Valley—Fair Saturday; not so warm; light south winds.

For San Joaquin Valley—Fair Saturday; continued warm; light north winds.

For Los Angeles and vicinity—Fair Saturday; not so warm; light west winds.

A. G. McADIE, District Forecaster.

Maximum and minimum temperature of Eastern cities for the previous day:

	Max.	Min.
New York	68	48
Boston	72	46
Chicago	54	50
Philadelphia	70	48
Omaha	64	44
St. Louis	64	52
Pittsburg	50	42
Cincinnati	56	42

time ball service has been suspended, pending the reconstruction of the tower of the Ferry building.

J. T. McMILLAN, Nautical Expert, in Charge.

SHIPPING INTELLIGENCE.

ARRIVED.

Thursday, October 25.

Stmr Fulton, Panrer, 78 hours from Grays Harbor.

Friday, October 26.

Stmr Mandalay, Sanford, 34 hours from Crescent City.
Stmr Tamalpais, Anderson, 36 hours from Ventura.
Stmr Kvichak, Peterson, 28 hours from Eureka.
Stmr Norwood, Martin, 64 hours from Grays Harbor, bound to Santa Barbara, put in to land passengers.
Stmr City of Topeka, Swanson, 19 hours from Eureka.
Stmr Wasp, Wehman, 67 hours from Grays Harbor, bound south, put in to land sick man.
Stmr Argyll, Dickson, 32 hours from Port Harford, up river.
Stmr Argo, Hansen, 20 hours from Shelter Cove.
Stmr Newport, Corning, 36 hours from Eureka.
Bktn Kohala, Dedrick, 5 days from Grays Harbor.
Schr E B Jackson, Maas, 6 days from Grays Harbor.
Schr Santiago, Lindberg, 14 hours from Monterey, in tow tug Relief.
Schr Mary Dodge, Olsen, 6 days from Grays Harbor.
Schr A F Coats, Morris, 6 days from Grays Harbor.

CLEARED.

Friday, October 26.

Stmr Santa Rosa, Alexander, San Diego, etc.; P C S S Co.
Stmr Pomona, Shea, Eureka; P C S S Co
Stmr City of Topeka, Swansen, Eureka; P C S S Co.
Stmr City of Panama, Thompson, Ancon, etc.; P M S S Co.
Bktn Coronado, Potter, Honolulu; J. D. Spreckels & Bros. Co.

SAILED.

Friday, October 26.

U S stmr California, Harvey, trial trip.
U S stmr Paul Jones, Huffman, trial trip.
Stmr G C Lindauer, Mattson, Grays Harbor.
Stmr Chehalis, Kittlesen, Grays Harbor.
Stmr Pomona, Shea, Eureka.
Stmr Helen P Drew, Gunderson, Point Arena.
Stmr Wasp, Wehman, San Pedro.
Stmr Elizabeth, Jensen, Bandon.
Stmr Pasadena, Kalnin, Albion.
Stmr Rita Newman, Martinsen, Bandon.
Stmr Albion, Hansen, Munroe Landing.
Stmr Norwood, Martin, Santa Barbara.
Brig W G Irwin, Nelson, Roche Harbor.
Brig Lurline, Hellquist, Columbia River.
Schr Kona, Sjostron, Puget Sound.
Schr Espada, Sarrins, Grays Harbor, in tow stmr Chehalis.
Schr Confianza, Beck, Big Sur.
Schr Newark, Johnson, Byxbee Landing.
Schr Ruby, Korth, Coquille River.
Schr George E Billings, Birkholm, Columbia River.
Schr Bertie Minor, Huden, Eureka.
Schr Santiago, Lindberg, Monterey, in tow tug Relief.
Stmr Hanalei, Ravens, Eureka.

TELEGRAPHIC.

POINT LOBOS, Oct. 26—10 p. m.—Weather foggy; wind NE; velocity 8 miles per hour.

DOMESTIC PORTS.

EVERETT—Sailed Oct 25—Schr Polaris, for San Diego.

Arrived Oct 25—Schr Robert Searles, from Winslow.

SAN PEDRO—Arrived Oct 26—Stmr Samoa, hence Oct 24; tug Monarch, with barge Santa Paula in tow, from Ventura.

Sailed Oct 26—Bktn James Tuft, for Ballard.

Sailed Oct 26—Barge Santa Paula, in tow tug Monarch, for Ventura; tug Sea King, for

REDONDO—Sailed Oct 25—Schr Sehome, for Port Townsend.

Arrived Oct 26—Barge Three, hence Oct 24, in tow of tug Sea King.

Sailed Oct 26—Bktn Hesper, for Port Townsend.

TACOMA—Arrived Oct 26—Dutch stmr Nederland, from Port Los Angeles.

Sailed Oct 25—Bark W B Flint, for San Francisco.

FORT BRAGG—Arrived Oct 26—Stmr National City, hence Oct 24.

NOYO—Arrived Oct 26—Br ship Gantock Rock, hence Oct 24, in tow stmr National City.

SANTA BARBARA—Arrived Oct 26—Stmr State of California, hence Oct 25, and sailed for San Diego.

PORT GAMBLE—Sailed Oct 26—Schr Spokane, for San Francisco.

SOUTH BEND—Sailed Oct 26—Stmr Daisy Mitchell, for San Francisco.

Sailed Oct 26—Schr Luzon, for San Francisco.

COOS BAY—Arrived Oct 24—Stmr Signal, hence Oct 21.

Sailed Oct 26—Stmr Breakwater, for San Francisco.

Arrived Oct 26—Stmr F A Kilburn, hence Oct 23, via Eureka.

PORT TOWNSEND—Passed Oct 26—Stmr Ohio, from Nome, for Seattle.

Arrived Oct 26—Dutch stmr Nederland, from Port Los Angeles, for Tacoma.

Arrived Oct 26—Ship Standard, hence Oct 9, for Port Hadlock.

Sailed Oct 26—Fr ship Andre Theodore, for Queenstown; schr Mary E Foster, for Honolulu; schr Spokane, for San Francisco.

CLALLAM—In the bay Oct 26—Br ship Thornliebank, from Tacoma, for Iquique; ship Lucile, from Tacoma, for San Francisco; schr Rosamond, from Mukilteo, for San Francisco; schr Annie M Campbell, from Port Blakeley, for San Diego.

SEATTLE—Arrived Oct 26—Stmr Ohio, from Nome; stmr Nevadan, from Tacoma.

Sailed Oct 26—Stmr Hawaiian, for Tacoma.

Arrived Oct 25—Stmr City of Seattle, from Skagway.

Sailed Oct 26—Stmr Al Ki, for Sitka.

SKAGWAY—Sailed Oct 26—Stmr Cottage City, for Sitka.

SEWARD—Sailed Oct 25—Stmr Portland, for Seattle; stmr Saratoga, for Seattle; stmr Kodiak, for Seattle.

PORT HADLOCK—Arrived Oct 26—Ship Standard, hence Oct 9.

POINT LOBOS—Passed Oct 26—Stmr Whittier, from Port Harford, for Oregon.

PORT BLAKELEY—Sailed Oct 26—Schr Mary E Foster, for San Pedro; Br bark Algoa Bay, for Eten.

WESTPORT—Sailed Oct 26—Stmr Westport, for San Francisco.

NEWPORT—Arrived Oct 26—Bktn J M Griffith, from Port Hadlock.

ASTORIA—Sailed Oct 26—Stmr J B Stetson, for San Francisco.

Arrived Oct 26—Stmr George Loomis, from Redondo.

Arrived Oct 26—Br stmr Strathnairn, hence Oct 23.

MONROE LANDING—Sailed Oct 26—Stmr Point Arena, for San Francisco.

SAN DIEGO—Arrived Oct 26—Stmr Marshfield, from Hardy Creek.

ABERDEEN—Arrived Oct 26—Stmr Coronado, hence Oct 23; stmr Svea, hence Oct 23.

Sailed Oct 26—Schr Watson A West, for San Francisco.

TATOOSH—Passed in Oct 26—Bark St. James, from Guaymas, for Puget Sound; ship W H Macy, hence Oct 9, for Puget Sound. Passed out—Bark W B Flint, from Tacoma, for San Francisco; Br ship Thornliebank, from Tacoma, for Iquique; ship Lucille, from Tacoma, for San Francisco; schr Annie M Campbell, from Port Blakeley, for San Diego; schr Rosamond, from Mukilteo, for San Francisco.

EUREKA—Arrived Oct 26—Stmr Arctic and Nor stmr Reidar, hence Oct 24; stmr Vanguard, hence Oct 25; schr John F Miller, hence Oct 12.

Sailed Oct 26—Schr Lottie Carson, for Newport.

ISLAND PORT.

HONOLULU—Arrived Oct 25—Br stmr Aotea, from Sydney.

Arrived Oct 26—Bktn Newsboy, from Grays Harbor.

Arrived Oct 26—Bark Edward May, hence Oct 12; Br stmr Doric, hence Oct 20, for China and Japan.

EASTERN PORTS.

PHILADELPHIA—Arrived Oct 25—Ship Manga Reva, from Kaanapali; ship Hawaiian Isles, from Honolulu.

DELAWARE BREAKWATER—Passed October 25—Br stmr Indrapura, for Boston.

FOREIGN PORTS.

GIBRALTAR—Passed Oct 24—Ger stmr Albenga, from