Shipping News and Gossip of the Water Front

Liner Ventura Arrives With Large Passenger List

The Oceanic Steamship Company's steamer Ventura, which arrived late on Saturday night from the antipodes, came up to her dock early yesterday morning. Captain H. M. Hayward reports a pleasant trip across the Pacific. The Ventura brought 103 cabin passengers and seventy-nine in the steerage. She carried 1954 tons of merchandise.

Among her passengers was Prince Kalanianaole, delegate to Congress from Hawaii.

Mr. and Mrs. R. C. Givins, who are making their second trip around the world, were on the Ventura. Both were delighted with the trip across the ocean. Speaking of her travels, Mrs. Givins said:

"My husband and I are fond of traveling. This is our second trip around the world, and I want to say that we have never enjoyed any voyage more than the one across the Pacific on the Ventura. We like the ship, as she is very steady, and we especially like the splendid service provided by the officers in charge of the vessel. We spent three weeks in New Zealand, taking in the sights there. We had a great trip down the Wanganui River, dashing along over the rapids. We descended the river in a canoe sixty-eight feet long. It was a thrilling but enjoyable experience. Then we went to the north island to visit the geysers. They reminded us much of Yellowstone Park. The great geyser that is supposed to shoot up into the air 1500 feet failed to shoot to that height while we were there, but it was in a state of violent activity."

Another passenger was C. N. Baeyertz, editor and proprietor of the Triad of Dunedin, N. Z., who, with his daughter, is making a pleasure trip to London.

The trip across was enlivened by several games of cricket on the broad upper deck, and bridge whist parties held forth every night in the main saloon.

Captain Hayward reports that at Pago Pago the officers in charge of the seismograph reported that there had been recorded there on December 21 an earthquake or submarine disturbance, occurring at some point in the central Pacific Ocean.

The Ventura sailed from Sydney on December 17 at 11:38 p. m. She was 26 days, 14 hours and 23 minutes making the run from that port; 21 days, 22 hours and 41 minutes from Auckland; 16 days, 8 hours and 41 minutes from Pago Pago, and 7 days, 18 hours and 39 minutes from Honolulu. She brought the following cabin passengers:

From Sydney—J. Thompson, W. Howie, A. Bontellier, A. Burmester, H. Kingsbury, H. J. Williamson, H. E. Johns, Mrs. C. Hansen and infant, J. Rapken, J. C. Walker, Miss M. Miller, J. B. Talbot, Mrs. J. W. Devine and two children, Mr. and Mrs. P. H. Best, Mr. and Mrs. H. Bostian and child, Mrs. Nicholls, the Misses Nicholls, Master Nicholls, W. R. Thirwell, Mr. and Mrs. E. Whiddon, G. C. Singleton, Mr. and Mrs. T. Todd and child, E. McKennall, Miss C. Hayward, Mr. and Mrs. R. C. Givins, A. McLennan, A. S. Blomfield, C. J. Todman, Mrs. A. E. Prince, F. J. Moncks, H. Schultz, Dr. and Mrs. H. C. Mills, C. N. Baeyertz, Miss M. Baeyertz, Miss E. Hitchfield, W. K. Freeman, Mrs. P. Durant, J. Keeler, Mrs. D. C. Mitchell.

From Auckland—Mr. and Mrs. B. Broadhurst, E. Schaefer, C. F. Gorton, Mr. and Mrs. J. O. Austin, Miss H. Ring, F. Stokes, K. Durrant, Miss C. Mavis, Mr. and Mrs. B. Casabout and two children, H. Salt, Mrs. Grace Neill, Mrs. Louisa Durrant, M. Durrant, R. E. Carpenter.

From Pago Pago—Miss A. Perente.

From Honolulu—Mrs. W. G. Gloyd, Prince Kalanianaole, Mr. and Mrs. A. C. Woolner, Mrs. Burnett, Mrs. J. Broing, Captain J. R. Parker, H. J. Dietz, Miss V. McGregor, J. E. Halliday, K. Kaolinier, E. Farmer, T. J. Bourke, T. L. Winter, Mr. and Mrs. Fifield, E. F. Denlert, Miss F. Housel, B. P. Flint Jr., F. Hatch, J. C. Coppage, C. E. Chase, L. Honigsberger, C. G. Williams, W. E. Fisher, Miss M. Page and H. Myoski.

Bilgewater Club Launched

The Bilgewater Club was successfully launched on Friday night, with the following officers on deck: Dr. E. A. Diggins, captain; Judge A. B. Lawson, pilot; H. L. Stoddard, purser; Dr. M. E. Magnus, surgeon; Lloyd Bartmess, chief engineer; W. Sullivan, first officer. After the launching music and festivities were the order of the evening. A boat crew known as the Bilgewater Quartet, led by Ed Lynch, formerly with Rice and Cady, sang maritime songs. The next meeting will take place at the Bilgewater Club dock, 43 Sacramento street, Saturday evening. The club mess will be opened at noon today for permanent service.

Building Fire Tug

The fire tug for the Southern Pacific Company now being built at Moran Bros.' yard at Seattle will be ready to go into service here early in April. She will be in constant service around the mole and the ferry building. The tug will cost $64,000 when completed.

Falls From Truck

J. Mahoney, who lives at 217 Waller street, fell from a truck yesterday and his left leg was badly injured. He was driving four horses up Mission street, near Main, when in an attempt to get out of the way of a car his truck gave a lurch and he fell from his seat. He was carried to the Harbor Emergency Hospital.

Gas Shut Off From Hospital

The physicians and nurses in the Harbor Emergency Hospital are up in arms against the gas company, which, they say, shuts off their supply of gas every morning at about 2 o'clock and does not turn it into the mains again until noon. This not only works a strain upon those in charge of the hospital, but results in suffering to the patients.

Gets Unexpected Ducking

Henry Desmond and his brother, Edward, were out at Mission Rock yesterday in a whitehall boat pulling down toward the city when the tug Sea Fox came along. They signaled to her for a tow and the deckhand responded by throwing a heaving line to them. By some mischance the line wrapped itself around Henry Desmond and jerked him into the bay. He was so entangled that he was unable to swim and was nearly drowned before he was rescued.

Letitia Loses Anchor

The schooner Letitia, which went to sea on Saturday, lost her anchor off Meiggs wharf. She came to anchor there on Thursday and when she wanted to start north to Humboldt she found she could not get the anchor up. Captain Dearborn unshackled it and attached the end of the chain to a buoy and then put to sea. Thomas Whitelaw with his Cataline was working all day yesterday to raise the anchor, but it was so firmly fastened to something in the depths of the bay that he failed. It was suggested on the front that the anchor might be fouled with the wreck of the Rio Janeiro.

Lumber Arrivals

Lumber cargoes arriving from the north yesterday aggregated 4,812,000 feet.

Germanicus Arrives

The German steamer Germanicus, Captain Berndt, arrived yesterday, four days from Comax, to finish loading here. She is bound for Australia.

Tonawanda in Port

The British steamer Tonawanda arrived in port late yesterday, twenty days from Yokohama.

COAST SHIPPING NEWS

Items of Interest to Mariners of the Pacific

SEATTLE, Jan. 13.—The steamship Alice Gertrude, which went ashore on Slip Point, Clallam Bay, will be a total loss. The vessel is now pounding on the rocks and is already breaking to pieces. The crew and passengers arrived in the city last night. The vessel's masts have gone and she is not expected to last more than a day or two. She will be replaced by a new ship to be procured in the East.

The steamer Transport, which went ashore at West Seattle early yesterday morning, was today pulled off and taken to Smith Cove. The hull is undamaged, although the upper works were badly smashed.

A Japanese apprentice boy on the liner Daini Kotohira Maru sprang from that vessel as she was pulling out to the fireboat, a distance of about twenty feet, in an endeavor to escape. He was sent back on board.

Today's departures—Daini Kotohira Maru, for Tacoma.

VANCOUVER, B. C., Jan. 13.—The Norwegian steamer Haldis has been chartered by Mackenzie Brothers to replace the Norwegian steamer Themis, which was wrecked a few weeks ago at Christie Pass, north end of Vancouver Island. The Haldis is a new steamer. She will be employed in the ore and general cargo carrying trade between Vancouver and points on the northern coast. Her carrying capacity is 3000 tons. The Haldis is at present lying at Moji, a Japanese coal port. She is to come to Vancouver direct from there and is expected to arrive on February 5. Her term of charter is nine months.

SAN PEDRO, Jan. 13.—The bark Diamond Head, Captain Peterson, from Portland, arrived in port this morning and anchored in the outer harbor.

The oil steamer White, Captain Seaman, from Port Harford, came in today, berthed at the Crescent wharf and proceeded out again on her return trip.

The oil barge Santa Paula, in tow of the tug Monarch, also came in and docked at the Crescent wharf with a cargo of oil for the Union Oil Company.

The steamer Mandalay, Captain Sanford, sailed this morning for San Diego to discharge balance of lumber cargo.

The steamer Francis H. Leggett, Captain Rantzer, finished discharging a large lumber cargo at this port and left this afternoon for Portland via San Francisco.

ASTORIA, Or., Jan. 13.—The British steamship Vermont arrived here today from the Orient, via San Francisco. She left up the river this evening for Portland, where she will load wheat and flour for the Far East.

The schooner Abbie, with a cargo of 175,000 feet of lumber, for San Francisco, was towed to sea today.

The German ship Marie Hackfield arrived here today from Portland, with a cargo of flour for Europe.

The British steamer Gymeric left up the river today for Portland, where she will load flour for the Orient.

The steamers Santa Ana and Johan Paulsen have arrived here from Portland, with lumber cargoes for California.

TACOMA, Jan. 13.—The Matthews Shipbuilding Company of Hoquiam was yesterday awarded the contract for building another steam schooner for the Hartwood Lumber Company of Aberdeen. The steamer will be of 195 feet keel, 39 feet beam and 12 feet 6 inches depth of hold; will cost $110,000, and will be a sister steamer to the W. H. Murphy, now being built at the same yards.

The British ship Dudhope, Captain Bernier, reached Port Townsend last night from Salina Cruz. The Dudhope was chartered for wheat to the Portland Flouring Mills Company, to load at Tacoma, but lost her charter by twelve days. The ship arrived off Cape Flattery eight days ago, but was forced to sea again. The Dudhope will remain at Port Townsend for orders.

Captain Andrew Ana, one of the pioneer seafaring men of Puget Sound and mate of the steamer Mobello, was found dead in bed at his home at Paulsbo, Bainbridge Island, by his wife, when she went to call him yesterday morning. Captain Ana was 45 years of age. He is survived by a widow and three children.

HONOLULU, Jan. 4.—The American ship St. Frances is loading stone ballast and expects to sail this week for Kahului.

The bark Nuuanu, Captain Josselyn, will leave for Philadelphia about the middle of this month, taking 1700 tons of sugar.

The launch Brothers saved the schooner Kawailani from being dashed to pieces on the reef on the Waikiki side of the channel during the storm when the southerly weather drove her in toward the reef. She let go her mudhooks, and, at great risk, the launch got near enough to pass a line. Then the anchors were raised and the launch towed the Kawailani to deep water and put her on her way to Koolau.

The Overdue List

British bark Netherby, 207 days from Mary Point for Talcahuano, 80 per cent.

French ship Daniel, 188 days from Bellingham for Delagoa Bay, 90 per cent.

French steel bark Hautot, 194 days from Tokio for Glasgow, 92 per cent.

French bark Marie, 206 days from Newcastle, England, for Seattle, 50 per cent.

British ship Queen Margaret, 135 days from Cardiff for Junin, 8 per cent.

British bark Astoria, 143 days from Adelaide for Europe, 8 per cent.

Russian ship Fennia, 194 days from Tyne for Port Los Angeles, 15 per cent.

Army Transports

The Burnside is at Seattle.

The Buford is in port.

The Crook is in port. Out of commission.

The Kirkpatrick is at Newport News, Va.

The Logan sailed from Honolulu January 7 for this port and is due here January 15.

The Ingalls is at Newport News, Va.

The Sheridan is in port. Out of commission.

The Sherman sailed January 5 for Manila.

The Thomas arrived January 2 at Manila.

The Warren is in port, being fitted to go into commission.

SHIPPING INTELLIGENCE

ARRIVED

Sunday, January 13.

Stmr Santa Maria, Lane, 24 hours from Port Harford.

Br stmr Tonawanda, Clarke, 31 days from Hongkong, via Moji 23 days.

Stmr Geo. Loomis, McKellar, — hours from Astoria, up river direct.

Stmr Brooklyn, Hendrickson, 26 hours from Eureka.

Stmr Chas. Nelson, Preble, 35 hours from San Pedro.

Stmr Pasadena, Kalnin, 15 hours from Albion.

Stmr Phoenix, Hansen, 12 hours from Bowens Landing.

Stmr Grace Dollar, Olsen, 72 hours from Aberdeen.

Stmr Hanalei, Ravens, 72 hours from Willapa Harbor.

Stmr Sea Foam, Miller, 12 hours from Mendocino.

Stmr Ravalli, Nelson, 28 hours from Eureka.

Ship Star of Alaska, Wagner, 34 hours from Eureka, in tow of tug Sea Rover.

Schr A. J. West, Gruner, 7 days from Grays Harbor.

Schr Expansion, Johnson, 5 days from Grays Harbor.

reka.

Schr Roderick Dhu, Anderson, 12 hours from Monterey.

Schr Bertie Minor, Dahlquist, 6 days from Coos Bay.

Schr Ida McKay, Eastveld, 4 days from Eu-

SAILED

Sunday, January 13.

Stmr Montara, Reilly, Seattle.

Stmr Harold Dollar, Thwing, Seattle.

Stmr Pomona, Shea, Eureka.

Stmr Sequoia, Lunstedt, Eureka.

Stmr Vanguard, Odland, Eureka.

Stmr Jas. S. Higgins, Higgins, Port Bragg.

Stmr Pomo, Reinertson, Albion.

Stmr Coquille River, Olsen, Port Bragg.

Stmr Rainier, Hansen, Bellingham.

Stmr Eureka, Iversen, Eureka.

Bark Star of Peru, Sohlin, Eureka, in tow of tug Sea Rover.

Br bark Calcutta, Davies, Shanghai.

Schr Ida A. Engdahl, Point Reyes.

Tug Sea Rover, Thompson, Eureka, with bark Star of Peru in tow.

TELEGRAPHIC

POINT LOBOS, Jan. 13, 10 p. m.—Weather clear, wind west; velocity 8 miles per hour.

DOMESTIC PORTS

PORT TOWNSEND—Sailed Jan 12—Br ship Fairport, for ——; schr W. F. Garms, for San Pedro.

SEATTLE—Sailed Jan 12—Stmr Watson, for San Francisco; stmr Ramona, for Skagway.

JUNEAU—Sailed Jan 12—Stmr Cottage City, for Seattle.

ABERDEEN—Sailed Jan 12—Stmr Acme and stmr G. C. Lindauer, for San Francisco.

Sailed Jan 13—Stmr Santa Monica, for San Francisco.

ASTORIA—Arrived Jan 13—Br stmr Vermont, hence Jan 10.

RAYMOND—Arrived Jan 13—Stmr Cascade, hence Jan 9.

SAN PEDRO—Arrived Jan 13—Schr Fortune, from Eureka; tug Monarch, with barge Santa Paula in tow, from Port Harford.

Sailed Jan 13—Schr Ludlow, for Grays Harbor.

Arrived Jan 13—Bktn Diamond Head, from Columbia River; stmr Whittier, from Port Harford.

PORT HARFORD—Sailed Jan 13, 3 a. m.—Stmr Coos Bay, for San Francisco.

TATOOSH—Passed out Jan 13—Br ship Fairport, from Bellingham, for Callao; bktn Retriever, from Port Hadlock, for San Pedro.

HOQUIAM—Sailed Jan 12—Schr O. M. Kellogg, for San Francisco; stmr G. C. Lindauer, for San Francisco; stmr Acme, for San Francisco.

MONTEREY—Arrived Jan 13—Ship Marion Chilcott, from Honolulu.

COOS BAY—Sailed Jan 13—Stmr Breakwater, for San Francisco.

Arrived Jan 13—Stmr Alliance, from Eureka.

SAN DIEGO—Arrived Jan 13—Stmr Mandalay, from San Pedro.

PORT LOS ANGELES—Arrived Jan 13—Russ ship Fennia, from Newcastle, England.

ASTORIA—Sailed Jan 13—Schr Abbie, for San Francisco.

EUREKA—Arrived Jan 13—Stmr Lakme, hence Jan 11; stmr Geo. W. Elder, from Astoria, for San Francisco.

Sailed Jan 13—Stmr City of Topeka, for San Francisco.

FORT BRAGG—Arrived Jan 13—Stmr National City, hence Jan 13.

ISLAND PORTS

HONOLULU—Sailed Jan 13—Br stmr Aorangi, for Brisbane.

Arrived Jan 13—U S stmr Sherman, hence Jan 5, for Manila.

FOREIGN PORTS

VICTORIA—Sailed Jan 13—Stmr Tremont, for China and Japan.

Sailed Jan 13—Br stmr Athenian, for Hongkong.

OCEAN STEAMERS

QUEENSTOWN—Sailed Jan 13—Stmr Campania, for New York.

HALIFAX, N. S.—Sailed Jan 13—Stmr Pomeranian, for London, via Havre.

NEW YORK—Arrived Jan 13—Stmr Sofia, from Hamburg and Trieste; stmr St. Louis, from Southampton; stmr Chemnitz, from Bremen; stmr Carmania, from Liverpool.

GIBRALTAR—Arrived Jan 13—Stmr Caronia, from New York, for Naples, Fiume, etc., and proceeded.

SOUTHAMPTON—Arrived previous to Jan 13—Stmr Numantia, from Portland, Or.

HONGKONG—Arrived previous to Jan 13—Stmr Numantia, from Portland, Or.

Movements of Steamers

TO ARRIVE

Steamer	From	Due
Germanicus	Comox	Jan. 14
Bonita	San Pedro & Way Ports	Jan. 14
Ventura	Sydney & Way Ports	Jan. 14
Argo	Humboldt	Jan. 14
Senator	Puget Sound Ports	Jan. 14
M. F. Plant	Coos Bay	Jan. 14
Hathor	Grays Harbor	Jan. 14
Tellus	San Pedro	Jan. 14
Tordenskjold	San Pedro	Jan. 14
Norwood	Humboldt	Jan. 14
Jim Butler	San Pedro	Jan. 14
Mandalay	Humboldt	Jan. 14
City Topeka	San Pedro & Way Ports	Jan. 14
Coos Bay	San Pedro & Way Ports	Jan. 14
Roanoke	S. Diego & Way Ports	Jan. 14
State Cal	Portland & Way Ports	Jan. 14
G. W. Elder	Willapa Harbor	Jan. 14
D. Mitchell	China & Japan	Jan. 14
H. K. Maru	Coos Bay	Jan. 15
Breakwater	Grays Harbor	Jan. 15
Acme	Hamburg & Way Ports	Jan. 15
Salatis	Seattle & Tacoma	Jan. 15
Watson	Humboldt	Jan. 16
Eureka	Portland & Astoria	Jan. 16
Nome City	Grays Harbor	Jan. 16
G. Lindauer	Humboldt	Jan. 17
Pomona	Grays Harbor	Jan. 17
Centralia	S. Diego & way Ports	Jan. 17
Santa Rosa	New York, via Ancon	Jan. 17
City Para	Puget Sound Ports	Jan. 18
Umatilla	Portland & Astoria	Jan. 19
Columbia	Honolulu & Kahului	Jan. 19
Newsdan	New York, via Ancon	Jan. 20
Acapulco	China & Japan	Jan. 20
Algoa		

TO SAIL

Steamer	Destination	Sails	Pier
	January 14		
Montara	Seattle direct	11 am	Pier 9
Newburg	Grays Harbor	3 pm	Pier 10
Coronado	Grays Harbor	3 pm	Pier 10
Bonita	Newport & Way	9 am	Pier 11
Norwood	Los Angeles Ports	1 pm	Pier 2
Jim Butler	Grays Harbor	5 pm	Pier 16
Roanoke	Portland & Way	2 pm	Pier 13
M. F. Plant	Coos Bay	4 pm	Pier 11
G. W. Elder	Los Angeles Ports	1 pm	Pier 13
	January 15		
Argo	Humboldt	5 pm	Pier 10
	January 16		
Hathor	Hamburg & Way	12 m	Pier 19
Sea Foam	Point Arena	4 pm	Pier 2
Enterprise	Honolulu & Hilo	4 pm	Pier 10
Washington	Seattle & Blakeley	3 pm	Pier 10
City Topeka	Humboldt	1:30 p	Pier 9
	January 17		
Coptic	China & Japan	1 pm	Pier 40
Centralia	Los Angeles Ports	10 am	Pier 10
Coos Bay	San Pedro & Way	9 am	Pier 11
State Cal	San Diego	10 am	Pier 11
Ventura	Sydney & Way	2 pm	Pier 7
Senator	Puget Sound Ports	11 am	Pier 9
	January 18		
Acme	Grays Harbor		
Breakwater	Coos Bay	4 pm	Pier 8
Dr Mitchell	Willapa Harbor	3 pm	Pier 2
	January 19		
Pomo	Pt. Arena & Albion	6 pm	Pier 2
City Para	N. Y., via Ancon	12 m	Pier 40
Watson	Seattle & Tacoma	1:30 p	Pier 20
G. Lindauer	Grays Harbor	2 pm	2d st

TO SAIL FROM SEATTLE

Steamer	Destination	Date
Saratoga	Valdez & Seward	Jan. 16
Jefferson	Skagway & Way Ports	Jan. 17
Cottage City	Skagway & Way Ports	Jan. 17
Pennsylvania	Valdez & Seward	Jan. 24

Sun and Tide

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

MONDAY, JANUARY 14

Sun rises 7:24
Sun sets 5:13

Jan	Time H W	Ft	Time L W	Ft	Time H W	Ft	Time L W	Ft
14	0:21	5.1	4:49	3.0	10:45	6.2	5:53	—1.5
15	1:10	5.3	5:43	2.9	11:39	6.0	6:40	—1.3
16	1:56	5.4	6:39	2.8	12:33	5.7	7:25	—0.8
17	2:40	5.5	7:40	2.7	1:30	5.2	8:10	—0.3
18	3:21	5.5	8:43	2.5	2:33	4.7	8:51	0.4
19	4:05	5.4	9:49	2.3	3:44	4.2	9:40	1.0
20	4:49	5.4	11:02	2.0	5:03	3.9	10:25	1.5

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

J. C. BURNETT,
Lieutenant U. S. N., in Charge.

DANGER OF FLOODS PASSED.

PITTSBURG, Pa., Jan. 13.—The dangerous flood stage expected in the rivers here today by the United States weather authorities failed to materialize, and tonight the stage of the water is stationary after reaching a little more than twenty feet. However, an epidemic of typhoid is feared.

The Weather Report

U. S. Department of Agriculture—Weather Bureau Report. San Francisco, January 13.

RAINFALL DATA

Stations—	Past 24 hours.	Seasonal to date.	Normal.
Eureka	.....	.....	20.13
Red Bluff	Tr.	11.44	13.56
Sacramento	.02	11.72	9.22
San Francisco	.15	11.29	11.37
San Jose	.30	9.15	.....
Fresno	.26	6.01	3.99
San Luis Obispo	.24	13.42	9.62
Los Angeles	.18	12.68	10.11
San Diego	.08	6.66	4.30

STATIONS	Barometer.	Maximum Temperature.	Minimum Temperature.	Wind.	Weather.	Precipitation.
Baker	29.96	12	2	NW	Snow	.01
Boise	29.92	28	22	SE	Clear	.02
Eureka	29.80	40	34	SW	Rain	.38
Flagstaff	29.86	32	26	SW	Cloudy	Tr.
Fresno	29.96	50	40	S	Cloudy	Tr.
Kalispell	30.30	4	2	N	Clear	Tr.
Los Angeles	30.00	56	46	S	Pt.Cldy	.08
Mt. Tamalpais	29.85	33	29	SW	Cloudy	.29
North Head	29.96	28	26	NE	Cloudy	.00
Pocatello	29.92	24	18	S	Pt.Cldy	Tr.
Pt. Reyes Light	29.80	48	35	SW	Cloudy	.04
Portland	29.96	26	24	E	Cloudy	.00
Phoenix	29.98	62	42	SE	Cloudy	.00
Reno	29.80	30	14	NE	Pt.Cldy	.00
Red Bluff	29.82	42	30	SE	Cloudy	Tr.
Roseburg	29.76	38	26	SE	Pt.Cldy	.01
Sacramento	29.90	44	30	S	Rain	.02
Salt Lake	29.88	38	..	SE	Snow	.24
San Diego	30.00	56	48	W	Cloudy	.08
San Francisco	29.90	46	36	SW	Cloudy	.12
San Jose	29.90	44	34	SE	Cloudy	.12
S. Luis Obispo	30.00	52	44	SE	Pt.Cldy	.02
S. E. Farallon	29.84	48	39	SW	Cloudy	.03
Seattle	30.08	24	22	NE	Pt.Cldy	.00
Spokane	30.16	10	2	N	Cloudy	.00
Tatoosh	30.00	26	20	NE	Clear	.00
Tonopah	29.90	28	20	SE	Clear	.02
Walla	30.18	12	6	S	Cloudy	.02
Winnemucca	29.84	28	14	SW	Cloudy	.00
Yuma	29.94	64	40	S	Pt.Cldy	.00

SYNOPSIS AND FORECAST

The storm has been forced southwestward from Idaho and is now central over Western Oregon. It has caused snow over the plateau and Rocky Mountain regions and rain with snow in the foothills and mountains in California.

An area of high pressure is central over Montana and the British possessions accompanied with very low temperature.

The temperature has fallen in Northern California and will fall somewhat lower tonight and Monday.

San Francisco and vicinity—Showers Monday; light northwest wind.

Sacramento Valley—Showers with snow in the foothills and mountains Monday; light northwest wind.

San Joaquin Valley—Showers with snow in the foothills and mountains Monday; light south wind.

Los Angeles and vicinity—Showers Monday; light southeast wind.

G. H. WILSON, Local Forecaster.

Dismissal of Militiamen Causes Much Acrimony

Officers of the First Regiment Score Superiors

Governor Gillett has signed the commission of General Joseph B. Lauck to be adjutant general of California, to succeed himself. In talking of the appointment, Gillett complimented Lauck upon his services to the State. It has been announced that Lauck will retain the present office staff, which is composed of Howard S. McIntire, chief clerk; J. Alexander, J. M. Milliken and H. B. Van Horn, clerks; Miss Alice Coughlin, stenographer, and Joseph Bauquier, State armorer.

Troop A, Cavalry, has ceased to exist as an organization, and the reason given for its mustering out was that it was useless for the State to support an organization at a cost of $200 a month, for which there was no use in San Francisco. It was claimed that the company in the latter days of its existence did not come up to the standard of efficiency. There was for some time a spirit of discontent among the men and they would not turn out for drill. The organization was recommended for mustering out many months ago, but action was delayed in the hope that it would pick up. According to the judgment of the commander of the Second Brigade, the troop did not make good.

It is said that, in order to have a troop of cavalry, the men composing it should have their own horses. The men cannot afford that, as the State allowance is not sufficient to permit the keeping of steeds.

An effort is being made to create a sentimental feeling in favor of the mustered out organization on the ground that it was one of the old organizations of the city, and that, if it cannot be restored, the membership should be organized into a social one, to be kept up on the lines of the "Ancient and Honorables" of Boston.

COMPANIES ENTERTAINED

Troop B in Sacramento last week entertained the local companies, E and G of the Second Infantry, and also the visiting companies, D of Marysville, F of Woodland, H of Placerville and I of Vacaville, which visited the capital city to take part in the inauguration ceremonies. There was a programme of entertainment, after which a dance and supper were enjoyed.

On the occasion of the presentation of the First Brigade trophy of the State to Company D of Salinas Adjutant General Lauck stated that the National Guard is the mainstay of the country and that in twenty-four hours 120,000 of the guardsmen could be put into the field, ready for service. He also said that while the annual appropriation for the maintenance of the United States army, which has only 43,000 fighting men, was $199,000,000, the allowance for the support of the National Guard was only $1,000,000 up to last year, when, by a movement started by himself, the appropriation had been increased to twice that sum.

KEESLING TO RETURN

Major Keesling, commanding the First Battalion of Artillery, who went East some time ago on a business trip, is expected to return home this week.

Since the departure of Major Keesling the command of the battalion has devolved on Captain Walter B. Grattan. Grattan paid a visit to the armory at 401 Cole street last week and gave an earnest talk to the officers and men of the two companies that have quarters there. He gave them to understand that there must be punctuality in attendance, attention to drills and other duties, and that the organization must not only keep up the standard of efficiency that it has gained, but that it must do even better. On the occasion of his visit to the quarters on Eddy street the following night he again spoke in the same vein.

The new quarters on Eddy street are in good condition now, having been thoroughly renovated. They will be dedicated in February, possibly on the 22d.

THE FIRST INFANTRY

By the mustering out of two companies of the First Infantry Regiment that organization ceases to be a regiment, being reduced to six companies. What will be done with what is left is unknown. All of the resignations which were transmitted to brigade headquarters havenot been forwarded to superior headquarters at Sacramento, as there was a desire to induce some of the officers to recall them, particularly as to Companies B, D and F, but what the result of effort along this line will be is uncertain. If the officers who have resigned should stand by their resignations on the ground that the regiment was not fairly dealt with it would be in order to fill the vacancies. The indications are that none of the companies will elect officers and the next move would be to detail officers from the retired list to take charge of the companies. In that case there would be a revolt, for the men have declared that they will not serve under appointed officers.

There is talk of wholesale discharges, to which the men would not object. If things should reach that point Brigadier General Koster would recommend that all of the remaining six companies be mustered out.

DENOUNCE OFFICERS

The officers who have resigned are bitter in their denunciation of the superior officers. They claim that instead of meeting with the colonel and the officers, talking over the situation and warning them as to what would follow if conditions were not bettered, they summarily cut off the two companies. They openly charge that one of the reasons for the mustering out was because the officers of the regiment did not petition the Governor for the retention of Lauck as adjutant general. They also openly charge that if the regimental officers, staff and line, were neglectful, the upper officers knew all about it and that they should have taken steps to have the wrongs righted.

Brigadier General Koster has different views in relation to the matter. In connection with one of the companies he stated that the colonel of the regiment forwarded a report setting forth that it was impossible for the company to elect a captain, suggesting that a captain be appointed, but failing to recommend any one for the position. He said that if the colonel had recommended some one there was no doubt but that the appointment would have been made.

VIEWS OF LAUCK

General Lauck, in an interview in Sacramento last Friday, said in regard to the First Infantry:

The resignations of Colonel Kelly and his officers of the First California Regiment have not been presented to me officially as yet, and in consequence I cannot discuss the question. If the resignations reach this office, I will immediately take the matter up with the Governor, as commander-in-chief, and act according to his instructions.

The recommendations for the mustering out of Companies A and H came from Brigadier General J. E. Koster, in command of that brigade, and were, as I understood, made on the recommendations of the War Department inspector, Colonel Thomas Wilhelm, and the brigade inspector, F. E. Keesling. Naturally this office is obliged to take cognizance of such authorities.

The fact is that these companies since the San Francisco fire have been endeavoring to live on their past reputations. I am given to understand that on two occasions, when a meeting of the companies was called for the election of officers, that only from three to five men showed up. Now, the reputation of the First California and its acts will live for all time, as they are glorious.

The past reputation of a company cannot sustain it, however, and the State cannot pay out $100 a month for a mere skeleton that is of no present use. The National Guard, in its every organization, must be dependable at all times and strictly ready for business. The Guard is not a plaything, by any manner of means, and while I want its members to get all possible enjoyment out of it, I also want a working body ready for business at all times and under any circumstances, and in this respect the companies who have been mustered out have been lacking—in fact, they were a mere wraith of their former status.

STOOD BY THE MEN

On the other hand, Colonel Kelly says that the reason that the officers resigned was because there would not be enough income to maintain the organization on the allowance to six companies, and also that the feeling of the officers was for the men of the two companies accused of inefficiency, and that they should stand by them. He also said that Company A had not drawn a cent from the State for nearly a year.

It is said that Brigadier General Koster, who at one time was an artillery officer, is partial to the artillery branch, and that he would like to see the men of the First turn over to the First Battalion of Artillery and organize a second battalion. One of the officers of the artillery said yesterday that, while the artillery would never go back to the First Infantry, he would not be surprised to see what was left of the organization "put into trousers with red stripes down the side."

SECOND INFANTRY NEWS

Last Wednesday night Company A, Second Infantry, located at Chico, had an exhibition drill in the armory, a ball and an old-time bean bake during intermission.

Company D, at Marysville, Captain Divver commanding, had its first drill of the year last Monday, and the men turned out well. There will be drill every Monday night in order to bring the company into good condition for the annual inspection and muster on February 25. This company took part in the inaugural ceremonies.

Company F of Woodland, Captain John G. Lee, also took part in the parade at the inaugural ceremonies and made a good appearance.

Company H, at Placerville, Captain Thomas F. Smith commanding, celebrated the advent of the new year on the first drill night with a smoker and entertainment after the work on the floor. The affair was well carried out under the direction of Lieutenant Fox, chairman of the committee.

COMPANY PROSPEROUS

At its first meeting of the year Company I, Captain H. L. Condon, located at Vacaville, the commander presented his report, which showed that since he took charge of the company in April, 1905, it had received from the State $1900, and the individual members an aggregate of $2600 from the State for emergency service in April and May. This company, which was mustered in two years ago, created a debt of $1000 in the building of an armory, and this indebtedness, save $250, has been wiped out. On January 15 the company will hold an election for second lieutenant, vice Carl L. Crystal, term expired, and as there is no one to run against him he will succeed himself in that position unless the members decide to advance him to the first lieutenancy to fill the vacancy to be created when the resignation of First Lieutenant Buck shall have been accepted. Private Charles Gapen has been appointed assistant quartermaster, and Private F. B. McKevitt Jr. has been detailed as company clerk. At the close of the meeting a collation was served and there was much speechmaking.

THE FIFTH INFANTRY

All the companies of the Fifth Infantry began drill work on the first meeting night in the year. Each reports a good attendance and a desire to learn so as to make a good showing on the night of annual muster and inspection. Last Tuesday night Colonel D. A. Smith, commanding the regiment, "dropped in" on Company G, Captain McConnell, located in Alameda, and found all the officers present and a good attendance of members who made a creditable showing during drill. He also paid a visit to the armory of Company A, Captain Peterson, located in Oakland, and found thirty men, exclusive of officers, at drill.

Battalion Sergeant Major Ralph Evans Cotter has been promoted to second lieutenant and detailed as quartermaster and commissary on the second battalion staff, Major Edwin G. Hunt commanding. He enlisted as a private in Company A and rose successively to the commissioned office he now fills. He is a member of several fraternal societies and a good soldier, besides being popular in the regiment.

There was a meeting in the regimental armory yesterday of all the commissioned officers, when Colonel Smith gave them instructions concerning the annual inspection. The officers were the guests of the colonel at a dinner.

PLANS FOR YEAR

There was a meeting of the commissioned and the noncoms of Company B, Captain Holtum, located in San Jose, and plans for the current year were agreed upon. Particular attention was paid as to what should be done in order to make a showing at the annual muster and inspection on January 29, so that the company may hold the Second Brigade trophy awarded to it last year. At that meeting Sergeant C. N. Hutchinson, Corporal R. L. Hauck and Privates C. E. Schlaudt, W. C. Smith and E. R. Bonar were appointed a committee to arrange for a grand military ball to be given on Thursday, February 7. All the regimental officers and the brigade officers will be invited to attend.

The armory of Company B has been entirely renovated and is now one of the best in the regimental jurisdiction. The members and many guests enjoyed the company's annual banquet last Monday night, Captain Holtum acting as toastmaster. In addressing the members the captain expressed the hope that they would faithfully attend drills and also attend to all duties laid down for guardsmen