Shipping News and Gossip of the Water Front

Coaster Watson and Bark Servia Collide in Darkness and Both Are Damaged

The tide and the darkness were responsible for a collision on the bay late Thursday night between the steamer Watson and the bark Servia. Both vessels sustained considerable damage. The Servia was anchored in the stream. The Watson was heading for her dock. The tide was running with unusual velocity and when the Watson turned with her full broadside to the current she drifted faster than Captain Cann had calculated. Before she was under control she had been carried across the Servia's bow, which she struck with a terrific crash.

The bark's bowsprit and jibboom were snapped off like so much matchwood and about fifteen feet of the Servia's stern was torn away. Before the bowsprit of the bark carried away, however, it had raked the Watson's port side, snapping stanchions and ripping the rail. A deep dent in the Watson's smokestack marks where the Servia's bowsprit got in one expiring jab before the strain snapped it.

Captain Cann of the Watson declares there were no lights visible on the Servia. Captain Pedersen of the Servia says that his vessel was illuminated according to the law's requirements for ships at anchor. The Government inspectors will settle the question later.

Temporary repairs will be made on the Watson here. She was to have sailed today for Seattle, but the accident will delay her departure about forty-eight hours. Nobody was injured on either vessel.

Captain Zeeder's Revenge

Peter Hyrup has been appointed purser of the Pacific Mail liner Siberia to succeed Harry Jerome. Charles P. Hickok was originally appointed as Jerome's successor, but the appointment was turned down by Adrian Zeeder, master of the liner. Zeeder and Hickok were shipmates some years ago on the Panama run. On one eventful voyage Zeeder violated one of the rules laid down by R. P. Schwerin and Hickok declined to cover up the captain's dereliction by dereliction on his own part. Zeeder was suspended for one round trip without pay. It was Zeeder's turn yesterday. Hickok's appointment brought back memories of that bad quarter-hour on Schwerin's office carpet and the subsequent "vacation." Honors are now even.

Algoa to Be Laid Up

The Pacific Mail Company's big freighter Algoa will be laid up for repairs which will take about three months to make. On her last voyage across the Pacific she encountered fearful weather and since she arrived it has been discovered that her rudder post is cracked and her stern frame damaged.

Will Do Work at Santa Cruz

The old bark J. B. Brown, which has been converted into a floating dancehall for service off the beach at Santa Cruz, was taken off the Sixteenth-street dry dock yesterday without having had any work done on her. After she had been docked the amusement concern that owns the vessel learned that the carpenter work it had been intended to have done on the drydock could be done much cheaper at Santa Cruz and to that port the old bark will be towed.

Water Front Notes

The Oceanic Steamship Company's liner Ventura arrived yesterday at Auckland from this port.

The Pacific Mail liner China, Captain Friele, is due Monday from the Orient.

Receipts of lumber by sea yesterday amounted to 1,730,000 feet.

The name of the steamer Bee, which sails this morning for Grays Harbor, will be changed to Westerner upon her arrival at the northern port.

The barge Washington, which arrived yesterday from Astoria in tow of the tug Samson, brought 1,000,000 feet of lumber.

The British ship Lyndhurst of the Standard Oil fleet cleared yesterday for Hiogo.

P. Murphy, a State employe, was knocked down by a rope yesterday on the State piledriver at the foot of Bay street. He suffered a laceration of the scalp, which was treated at the Harbor Hospital.

Weather Report

United States Department of Agriculture—Weather Bureau, San Francisco, Feb. 15.

RAINFALL DATA

Stations—	Past 24 Hours.	Seasonal to Date.	Normal.
Eureka	.00	20.21	28.37
Red Bluff	.00	17.07	17.18
Sacramento	.00	14.71	13.09
San Francisco	.00	15.35	16.15
San Jose	.00	13.61	.....
Fresno	.00	7.38	5.32
San Luis Obispo	.00	15.21	14.42
Los Angeles	.00	13.09	10.91
San Diego	.00	8.14	6.68

STATIONS	Barometer.	Max. Temp	Min. Temp	Wind	Weather.	Precipitation.
Baker	30.26	54	34	SE	Clear	.00
Eureka	30.00	58	48	SW	Cloudy	.00
Flagstaff	30.12	52	24	E	Cloudy	.00
Fresno	30.06	62	46	SW	Cloudy	.00
Independence	30.06	62	40	E	Pt.Cldy	.00
Kalispell	30.48	30	14	SW	Foggy	.00
Los Angeles	29.94	76	56	W	Cloudy	.00
Modena	30.16	56	26	E	Clear	.00
Mt. Tamalpais	29.99	64	59	NE	Cloudy	.00
North Head	30.08	58	42	N	Clear	.00
Pt. Reyes Lt.	29.90	54	..	SE	Cloudy	.00
Portland	30.16	48	36	NE	Clear	.00
Phoenix	29.98	76	48	SE	Cloudy	.00
Reno	30.08	60	32	E	Pt.Cldy	.00
Red Bluff	29.92	80	54	W	Cloudy	.00
Roseburg	30.06	56	40	NW	Clear	.00
Sacramento	29.94	68	50	NE	Pt.Cldy	.00
Salt Lake	30.24	52	34	W	Clear	.00
San Diego	29.94	74	56	W	Cloudy	.00
San Francisco	29.96	68	54	NW	Cloudy	.00
San Jose	29.96	68	48	N	Cloudy	.00
San L. Obispo	29.96	66	50	SW	Cloudy	.00
S. E. Farallon	29.96	53	..	N	Cloudy	.00
Seattle	30.24	40	36	N	Cloudy	.00
Spokane	30.40	28	28	NW	Cloudy	.00
*Summit	.....	45	29	NE	Pt.Cldy	.00
Tatoosh	30.14	44	38	E	Clear	.00
Tonopah	30.12	54	42	SE	Clear	.00
Walla	30.44	32	30	W	Cloudy	.00
Winnemucca	30.14	62	30	NE	Pt.Cldy	.00
Yuma	29.96	78	58	NE	Cloudy	.00

*Average snow on ground, 88 inches.

SYNOPSIS

The pressure is falling steadily along the coast and conditions are becoming slowly favorable for rain. No rain has fallen during the past twenty-four hours west of the Rocky Mountains. Throughout California the weather is warm and cloudy.

WEATHER FORECAST

For San Francisco and vicinity—Cloudy Saturday, with rain in the morning; light east winds, and possibly sprinkles.

For Sacramento Valley—Cloudy Saturday, with fog in the morning; light east winds.

For San Joaquin Valley—Cloudy Saturday, with fog in the morning; light north wind, changing to south.

For Los Angeles and vicinity—Cloudy Saturday, with fog in the morning; light east wind, changing to westerly.

A. G. McADIE, District Forecaster.

Movements of Steamers

TO ARRIVE

Steamer	From	Due
F. Kilburn	Portland & Astoria	Feb. 16
Delhi	Port San Luis	Feb. 16
D. Mitchell	Willapa Harbor	Feb. 16
J. B. Stetson	Portland & Astoria	Feb. 16
G. Lindauer	Grays Harbor	Feb. 16
Northland	Portland & Astoria	Feb. 16
Roanoke	Portland & Way Ports	Feb. 16
Salatis	Seattle, via Nanaimo	Feb. 16
Mandalay	Crescent City	Feb. 16
Edith	Seattle	Feb. 17
M. F. Plant	Coos Bay	Feb. 17
Pomona	Humboldt	Feb. 17
Umatilla	Puget Sound Ports	Feb. 17
Sea Foam	Mendocino & Pt. Arena	Feb. 17
Texan	N. Y., via San Diego	Feb. 17
Brewster	Coos Bay	Feb. 17
Vanguard	Humboldt	Feb. 18
China	China & Japan	Feb. 18
State Cal	S. Diego & Way Ports	Feb. 18
Chas. Nelson	San Pedro	Feb. 18
Centralia	San Pedro	Feb. 18
Norwood	San Pedro	Feb. 19
Buckman	Seattle & Tacoma	Feb. 19
City Panama	New York, via Ancon	Feb. 20
Corona	Humboldt	Feb. 20
Santa Rosa	S. Diego & Way Ports	Feb. 21
Pomo	Pt. Arena & Albion	Feb. 21
City Puebla	Puget Sound Ports	Feb. 22
Columbia	Portland & Astoria	Feb. 22
Sonoma	Sydney & Way Ports	Feb. 23
Hermonthis	Hamburg & Way Ports	Feb. 23

TO SAIL

Steamer	Destination	Sails	Pier
	February 16		
Bee	Grays Harbor	5 pm	Pier 16
J. B. Stetson	Los Angeles Ports	5 pm	Pier 2
Coos Bay	San Pedro & Way	9 am	Pier 11
Roanoke	L. Angeles Ports	5 pm	Pier 13
City Topeka	Puget Sound Ports	11 am	Pier 9
Corona	Humboldt	1:30 p	Pier 9
Pomo	Pt. Arena & Albion	6 pm	Pier 2
Alameda	Honolulu	11 am	Pier 7
Watson	Seattle & Tacoma	1:30 p	Pier 20
Acme	Grays Harbor	5 pm	Pier 2
Delhi	Seattle & Tacoma	4 pm	Pier 9
	February 17		
S. Rosa	S. Diego & Way	10 am	Pier 11
	February 18		
F. Kilburn	Portland & Way	1 pm	Pier 20
Peru	N. Y., via Ancon	12 m	Pier 40
Elizabeth	Coquille River	4 pm	Pier 23
T. L. Wand	Grays Harbor	5 pm	Pier 16
C. Nelson	Astoria & Portland	....	Pier 20
Centralia	Grays Harbor	2 pm	Pier 10
	February 19		
Newburg	Grays Harbor	....	Pier 10
Nome City	Astoria & Portland	10 am	Pier 16
Pomona	Humboldt	1:30 p	Pier 9
Salatis	Hamburg & Way	12 m	Pier 19
D. Mitchell	Willapa Harbor	....	Pier 2
M. F. Plant	Coos Bay	4 pm	Pier 11
Norwood	Grays Harbor	....	.....
Breakwater	Coos Bay	4 pm	Pier 8
	February 20		
Hilonian	Honolulu	4 pm	Pier 10
Sea Foam	Point Arena	4 pm	Pier 2
Vanguard	Humboldt	12 m	Pier 2
Argo	Humboldt	5 pm	Pier 10
	February 21		
Siberia	China & Japan	1 pm	Pier 40
Umatilla	Puget Sound Ports	11 am	Pier 9
G. Lindauer	Grays Harbor	1 pm	5th st.
Northland	Astoria & Portland	....	.....
State Cal	San Diego & Way	10 am	Pier 11
	February 23		
Newport	N. Y., via Ancon	12 m	Pier 40
Buckman	Seattle & Tacoma	1:30 p	Pier 20

TO SAIL FROM SEATTLE

Steamer	Destination	Date
Jefferson	Skagway & Way Ports	Feb. 16
Northwestern	Valdez & Seward	Feb. 16
Portland	Seward & Way Ports	Feb. 20
Santa Clara	Valdez & Seward	Feb. 24

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, FEBRUARY 16

Sun rises 6:59
Sun sets 5:49

Feb	Time H W	Ft	Time L W	Ft	Time H W	Ft	Time L W	Ft
16	2:30	5.4	8:15	1.8	2:20	4.6	8:20	1.1
17	3:10	5.2	9:15	1.7	3:26	4.3	9:00	1.7
18	3:50	5.1	10.10	1.6	4:43	4.0	9:37	2.2
19	4:31	5.0	11:12	1.4	6:10	3.9	10:20	2.7
20	5:17	4.9	12:19	1.2	7:20	3.9	11:17	3.0
21	6:05	4.9	1:17	0.9	8:35	4.0	.....	.....
	L W		H W		L W		H W	
22	0:20	3.3	6:55	5.0	2:07	0.6	9:27	4.4
23	1:25	3.3	7:42	5.1	2:49	0.2	10:10	4.5

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.

COAST SHIPPING NEWS

Items of Interest to Mariners of the Pacific

PORTLAND, Feb. 15.—After looking up his records and referring to the ship's log, Captain Marnarditzon of the French bark Emilie Galline says the vessel he believes was crushed by icebergs in the vicinity of Cape Horn one night in November was the Italian ship S. Margherita, bound from Barry for Iquique. The Emilie Galline and the S. Margherita were so close together that the name of the Italian could easily be read from the Frenchman.

The steam schooner Homer is loading lumber at Goble. She arrived there yesterday from San Francisco after a stormy voyage.

A heavy fog hung over the river this morning, so that it was difficult to navigate even for the regular river steamers.

The Oriental liner Nicomedia stopped at the flour mills yesterday afternoon on her way down the river and took on another shipment of flour.

The Harriman liner Costa Rica arrived in the harbor this evening.

The steamer Alliance, Captain Kelly, sailed tonight for Coos Bay.

EUREKA, Feb. 15—Arrivals: Steamers Unimak and Vanguard, from San Francisco.

Departures—Steamers Roanoke and F. A. Kilburn, for San Francisco.

After a four-day trip from San Francisco the British tramp steamer Condor, Captain Simpson, arrived today after lying outside the bar over night. Simpson says that he encountered fog on the coast that delayed him, and he lost his bearings. The Condor sailed from San Francisco February 11, and some apprehension was felt here that an accident might have occurred.

The United States revenue cutter Thetis, Captain Hamlet, dropped anchor off the bar today and spoke the tug H. H. Buhne. The Thetis is in search of the disabled power schooner Rita Newman, which is twenty-two days overdue at San Francisco from Coquille River.

Captain Hamlet inquired of the skipper of the tug whether the Rita Newman had been sighted off the coast, but received a negative reply, as nothing has been seen of the vessel on the Humboldt coast. The Thetis left for the north, but soon after putting out to sea a short disance a heavy fog dropped.

On the trip of the steamer Kilburn from Portland, arriving here yesterday, Captain McLellan married a couple just as the bar was crossed. Purser Shurt read a few passages from the Bible. Now the question bobs up as to where the marriage certificates should be filed. Upon requesting a marriage license at the County Clerk's office it was refused. The custom-house was tried, but the collector also refused it.

All lumber shipping will practically be at a lull for two weeks.

ASTORIA, Feb. 15.—The steamer San Pedro arrived today from Portland and went directly to sea. She has a cargo of 450,000 feet of lumber for San Francisco.

The schooner Alvena arrived down the river today from St. Helens. She has a cargo of 890,000 feet of lumber for San Pedro.

The barkentine Pusko was towed up the river today to commence loading lumber for California.

The schooner Henry Wilson was towed to sea this afternoon. She has a cargo of 650,000 feet of lumber for San Francisco.

The steam schooner Yosemite arrived here from Portland today en route to California with a lumber cargo.

The barkentine Chehalis sailed for San Pedro carrying 650,000 feet of lumber.

The steamer Porter arrived from California to load lumber. This is her first trip to this river.

T. A. Shute and Captain McGlashlan arrived in this city last night from Liverpool, and left for the wrecked bark Galena to investigate the possibilities of floating her. Shute is a son of the owner of the vessel.

The fine of $5000 that has been pending in the customs department against the Japanese steamship Kotohira Maru for failure to bring a consular bill of health from Kobe on her recent arrival from that port via Salina Cruz has been dismissed. Captain Yano, master of the vessel, filed a protest against the fine, accompanied by a cablegram showing that when the steamer sailed from Kobe her destination was Salina Cruz, and that her orders to proceed to the Columbia River were received at the Mexican port. This was satisfactory to the department and the fine was dismissed. Her bill of health from Salina Cruz was in proper form.

SAN PEDRO, Feb. 15.—The largest cargo of lumber ever brought to this port arrived today on the steamship San Mateo, Captain Bartlett, out five days from Portland. She had 1,900,000 feet, consigned to the Southern Pacific Lumber Company.

The barkentine Retriever, Captain Tornstrom, finished discharging a lumber cargo and sailed today in ballast for Port Hadlock to reload.

The steamer Argyle, Captain Dixon, arrived today from Port Harford, bringing 23,000 barrels of oil consigned to the Union Oil Company.

The Overdue List

British bark Ormsary, out 156 days from Caleta Coloosa, for Antwerp, 30 per cent.

German bark Vigilant, out 108 days from Laguna, for the channel, 12 per cent.

Russian schooner Cyrus, out 64 days from Port of Spain, for Stettin, 10 per cent.

British ship Hawthornbank, out 108 days from Caleta Buena, for Bilbao, 20 per cent.

British ship Inveramsay, out 171 days from Glasgow, for Honolulu, 20 per cent.

Army Transports

The Burnside is at Seattle.
The Buford is in port. Out of commission.
The Crook is in port. Out of commission.
The Dix left Nagasaki February 12.
The Kirkpatrick is at Newport News, Va.
The Logan sailed February 3 for Manila.
The Ingalls is at Newport News, Va.
The Sheridan is in port. Out of commission.
The Sherman arrived at Manila February 2.
The Thomas is in port.
The Warren is in port, being fitted to go into commission.

Petroleum for Japan

The British ship Lyndhurst was cleared yesterday for Hiogo with 33,120 cases of refined petroleum, valued at $69,840.

SHIPPING INTELLIGENCE

ARRIVED

Thursday, February 14.

Stmr Albion, Hansen, 10 hours from Jenner Landing.

Stmr Hoquiam, Reinartsen, 78 hours from Grays Harbor.

Friday, February 15.

Stmr James S. Higgins, Higgins, 35 hours from San Pedro.

Stmr Santa Monica, Olsen, 62 hours from Aberdeen.

Stmr Geo. W. Elder, Jessen, 34 hours from San Pedro.

Stmr Bee, Anderson, 40 hours from San Pedro.

Stmr Point Arena, Fosen, 18 hours from Union Landing.

Stmr Delhi, Hall, 20 hours from Port Harford.

Stmr Alcatraz, Fredericksen, 57 hours from San Pedro.

Ship Lucile, McInnis, 14 days from Portland.

Tug Samson, Loll, 5½ days from Astoria, with barge Washington in tow.

Barge Washington, Olsen, 5½ days from Astoria, in tow of tug Samson.

CLEARED

Friday, February 15.

Stmr Santa Rosa, Gielow, San Diego; Pacific Coast S S Co.

Stmr Coos Bay, Nicolson, San Pedro; Pacific Coast S S Co.

Stmr Tiverton, Johnson, Astoria; J. O. Davenport.

Br ship Lyndhurst, Parnell, Hiogo; Standard Oil Co.

Fr bark Michelet, Rose, Portland; Girvin & Eyre.

SAILED

Friday, February 15.

Stmr Columbia, Doran, Astoria and Portland.
Stmr South Bay, Sorenson, San Pedro.
Stmr Washington, Nason, Astoria and Portland.
Stmr Geo. W. Elder, Jessen, Eureka, Astoria and Portland.
Stmr Santa Cruz, Zeh, Santa Cruz.
Stmr Wasp, Wehmen, Grays Harbor.
Stmr Argo, Hansen, Eureka.
Stmr Olympic, Hansen, Bellingham.
Stmr Brunswick, Ellefsen, Fort Bragg.
Stmr Scotia, Nelson, Delmar Landing.
Stmr Del Norte, Lofstrom, Crescent City.
Stmr Mackinaw, Meady, Seattle.
Stmr Bee, Anderson, Grays Harbor.
Stmr Jas. S. Higgins, Higgins, Fort Bragg.
Nor stmr Tellus, Berg, Nanaimo.
Fr bark Michelete, Rose, Portland.
Schr Muriel, Wikender, Grays Harbor.
Schr Roderick Dhu, Anderson, Monterey, in tow of tug Fearless.
Schr Golden Shore, Christiansen, Columbia River.
Barge Three, Kirkwood, Port Harford, in tow of tug Sea King.
Schr Coquille, Bottger, Coquille River.

SPOKEN

Jan 23, lat 6 N, long 35 W—Br ship Ellisland, hence Oct 5, for Antwerp.

Feb 3, lat 34 06 N, long 37 44 W—Br bark Musselcrag, from Pisagua, for Channel.

TELEGRAPHIC

POINT LOBOS, Feb 15, 10 p. m.—Weather foggy, wind west; velocity 6 miles per hour.

DOMESTIC PORTS

PORT TOWNSEND—Sailed Feb 15—Schrs Aloha and Camano, for San Francisco.

RAYMOND—Sailed Feb 12—Schr R. W. Bartlett, for San Pedro.

PORT HARFORD—Sailed Feb 14—Stmr Argyll, for San Francisco.

Arrived Feb 14—Stmr Argyll, hence Feb 13.

Sailed Feb 15—Stmr Delhi, for San Francisco.

Arrived Feb 15—Stmr Whittier, with barge Santa Paula in tow, hence Feb 14.

SANTA BARBARA—Arrived Feb 15—Stmr State of California, hence Feb 14, and sailed for San Diego.

EUREKA—Arrived Feb 15—Br stmr Condor, hence Feb 11; stmr Unimak, hence Feb 13.

Sailed Feb 15—Stmr Roanoke, for San Francisco.

Outside Feb 15—U S stmr Thetis, in search of power schr Rita Neman, and proceeded north.

Arrived Feb 15—Stmr Vanguard, hence Feb 13.

Sailed Feb 15—Stmr F. A. Kilburn, for San Francisco.

HOQUIAM—Arrived Feb 14—Schr Dauntless, from San Pedro; schr Alert, hence Jan 30.

Sailed Feb 14—Schr Vine and stmr G. C. Lindauer, for San Francisco.

Arrived Feb 15—Stmr Quinault, hence Feb 13.

Sailed Feb 15—Schr Manila, for San Pedro.

COOS BAY—Sailed Feb 15—Stmr Breakwater, for San Francisco.

REDONDO—Sailed Feb 15—Schr Samar, for Puget Sound.

ABERDEEN—Arrived Feb 15—Stmr Coaster, hence Feb 12; stmr Fulton, from San Pedro.

Sailed Feb 15—Stmr G. C. Lindauer, for San Francisco; stmr Chehalis, for San Francisco.

EVERETT—Sailed Feb 15—Ger stmr Amasis, for San Francisco.

ASTORIA—Sailed Feb 15—Stmr San Pedro, for San Francisco.

Arrived Feb 15—Stmr Costa Rica, hence Feb 12.

Sailed Feb 15—Schr Henry Wilson, for San Francisco.

Arrived Feb 15—Stmr W. S. Porter, from Monterey.

Sailed Feb 15—Stmr Chehalis, for San Francisco.

PORT LOS ANGELES—Sailed Feb 14—Br stmr Capac, for San Francisco.

TACOMA—Sailed Feb 14—Bktn Planter, for San Francisco.

Arrived Feb 15—Bark Mohican, from Eureka.

SEATTLE—Arrived Feb 15—Stmr Cottage City, from Skagway.

Arrived Feb 14—Ship St. Francis, from Honolulu, via Port Townsend.

JUNEAU—Sailed Feb 15—Stmr Ramona, for Skagway.

SAN PEDRO—Arrived Feb 15—Stmr San Mateo, from Astoria.

Sailed Feb 15—Bark General Fairchild, for Puget Sound.

Arrived Feb 15—Stmr Argyll, from Port Harford.

Sailed Feb 15—Bktn Retriever, for Grays Harbor.

SAN DIEGO—Arrived Feb 15—Stmr Maverick, hence Feb 13.

Sailed Feb 15—Stmr Texan, for San Francisco.

Sailed Feb 15—Stmr Texan, for San Francisco.

FORT BRAGG—Arrived Feb 15—Stmr Arctic, hence Feb 14.

Sailed Feb 15—Stmr Whitesboro, for San Francisco; stmr Arctic, for San Francisco.

UMPQUA—Sailed Feb 13—Stmr San Gabriel, for San Pedro.

ISLAND PORTS

HILO—Sailed Feb 12—Stmr Enterprise, for San Francisco.

HONOLULU—Arrived Feb 14—Br stmr Inveric, from Newcastle, Australia.

Arrived Feb 15—Bark Andrew Welch, hence Jan 20.

Sailed Feb 15—Ship E. N. Phelps, for Delaware Breakwater.

EASTERN PORTS

NEW YORK—Arrived Feb 14—Stmr Colon, from Colon.

BALTIMORE—Arrived Feb 14—Br stmr Ballochmyle, from Iquique.

NORFOLK, Va.—Arrived Feb 14—Stmr American, hence Dec 10.

NEWCASTLE, Del.—Arrived Feb 14—Ship Tillie E. Starbuck, from Philadelphia, for New York.

FOREIGN PORTS

IQUIQUE — Sailed Dec 31 — Russian ship Orient, for Victoria.

COLON—Arrived Feb 9—Br stmr Santona, from New York.

Sailed Feb 13—Stmr Advance, for New York.

DUNDEE—Arrived Jan 31—Br stmr Kalibia, from Calcutta, chartered to load at London, for San Francisco.

HARWICH—Arrived Feb 13—Fr bark Marguerite Molinos, hence Oct 12.

HONGKONG—Sailed Feb 14—Br stmr Empress of India, for Vancouver.

Arrived prior to Feb 15—Stmr Minnesota, from Seattle.

QUEENSTOWN—Sailed Feb 14—Br ship Achnashie, for Belfast.

STURZ—Sailed Feb 13—Br stmr Afghan Prince, for Boston.

VALPARAISO—Arrived prior to Feb 14—Br stmr Charcas, from New York.

YOKOHAMA—Arrived prior to Feb 14—Jap stmr Shinano Maru, from Seattle.

AUCKLAND—Arrived prior to Feb 15—Stmr Ventura, hence Jan 19.

PORT SAID—Arrived Feb 15—Br stmr Oanfa, from Liverpool, for Seattle.

VICTORIA—Sailed Feb 14—Stmr Umatilla, for San Francisco.

Arrived Feb 15—Br stmr Bucentaur, from Suva; Br stmr Miowera, from Brisbane, via Honolulu.

GRIMSBY—Arrived Feb 14—Fr bark Rochambeau, hence Aug 31.

SYDNEY—Arrived prior to Feb 15—Fr bark Notre Dame d'Arvor, from Port Townsend.

CORRAL—Arrived Feb 10—Ger stmr Serak, from Hamburg, for San Francisco.

TAYAL—Arrived prior to Feb 14—Br stmr Erroll, from New York, for Singapore.

NEWCASTLE, Australia—Arrived Feb 5—Br stmr Cape Breton, from Manila.

OCEAN STEAMERS

CORAL—Arrived Feb 10—Stmr Serak, from Hamburg, via Genoa, etc., for San Francisco.

YOKOHAMA—Arrived previous to Feb 15—Stmr Shinano Maru, from Seattle.

HONGKONG—Arrived previous to Feb 15—Stmr Minnesota, from Seattle, via Yokohama.

AUCKLAND—Arrived previous to Feb 15—Stmr Ventura, from San Francisco, via Honolulu, for Sydney, N. S. W.

PORT SAID—Arrived Feb 15—Stmr Oanfa, from Liverpool, for Vancouver and Tacoma.

NAPLES—Arrived Feb 15—Stmr Neckar, from New York, for Genoa, and proceeded.

Sailed Feb 14—Stmr Celtic, for New York.

NEW YORK—Arrived Feb 15—Stmr Graf Waldersee, from Hamburg.

QUEENSTOWN—Arrived Feb 15—Stmr Lucania, from New York, for Liverpool, and proceeded.

Red Top Extension's Shares Sell Largely

Merger Is Advanced Twelve Points in Local Board

A strong demand yesterday for shares of Red Top Extension and an additional rise in the price of Goldfield Consolidated Mines shares were the points of interest in the local mining stock market. Red Top Extension was sold to the extent of 32,500 shares at 44 and 45 cents. Goldfield Consolidated Mines sold at $9 in the forenoon and $9 and $9.12½ in the afternoon.

Great Bend was in good demand and 17,500 shares were sold. The price varied from $1.15 to $1.12½ and $1.10 and recovered to $1.15 before the close of the informal session. Eleven thousand shares of Blue Bell were sold at 27 and 26 cents; 10,500 shares of Blue Bull at 48 to 51 cents, the price falling at the close to 48 cents. Mayflower Consolidated shares were sold to the number of 14,500. The prices obtained were 52 and 51 cents, being stronger at the closing.

Shares of the other mines that were sold largely were: Monarch Pittsburg Extension, 9500 shares; Pine Nut, 4200 shares; Daisy, 6200 shares at $3.17½, $3.12½ and $3.15; Lou Dillon, 6500 shares; St. Ives, 3000 shares at $1.30; Diamondfield Triangle, 9000 shares, the price ranging from 62 to 66 cents and back to 62 cents; McNamara, 5500 shares at 61 and 60 cents; Combination Fraction, 5200 shares, of which 3700 shares brought $5.75 and 1500 shares $5.62½.

ROUND MOUNTAIN EXCHANGE

Opening of Stock Board Marks Beginning of Mining Season

Round Mountain has a stock board, the Round Mountain Stock Exchange, of which Louis D. Gordon is president; Henry J. Bartlett, vice president; M. D. Baihly, secretary; E. O. Olive, treasurer, and Dr. L. P. Breitstein, W. R. Gibson, Franklin B. Morse, Frank Dixon and A. T. Spencer, directors. The opening of the exchange, followed by a banquet, marked the beginning of the mining campaign at Round Mountain for 1907.

Round Mountain is the youngest mining camp in Nevada to establish a stock exchange. The Tonopah Miner says:

The Round Mountain Mining Company is employing three shifts in running a drift to catch the ledge on the 250-foot level. Superintendent McDonald expects to encounter the ledge almost any day. Already rich pannings are being secured and all eyes are centered on this property, for as soon as the ledge is struck and proves a large force of men will be put to work. The gasoline hoist is on the way, the mill will soon be in operation and everything will be activity very soon.

The Round Mountain Fairview has cut the ore in the raise, 35 feet above the level of the tunnel. This proves that the ore bodies have strength, regularity and continuity. The bottom of the incline, 115 feet below the surface, is where several thousand dollars of specimen ore was taken out. The first raise tapped the ore in the bottom of this incline, and now the second raise has tapped the ore in the same ledge 200 feet farther in the tunnel. The average sample of this ledge, which is 2½ feet wide, gave an average of not less than $200 pannings. This is at the 400-foot point of the tunnel and about 250 feet under the apex of the Fairview Hill.

The Round Mountain Sandstorm Mining Company's holdings are situated about a mile northeast of the Fairview. Gold values of a satisfactory character have been secured from the ledge outcroppings which traverse this property. Careful surveys by the most competent engineers have demonstrated that the continuation of the rich Fairview ledge prevails in Sandstorm ground.

The Smoky Valley Mining Company has encountered formation at a depth of a little over 200 feet, and it is porphyry, the same identical porphyry that is found in the adjoining Sphinx and Sunnyside. Sinking will be continued in the formtaion for another 50 feet. The formation at the bottom of the shaft pans freely and assays about $25 to the ton.

Another strike was made this week on the Blue Jay No. 3 claim of the Round Mountain Daisy Mining Company. A placer lease has been operated on this property by "Slim" Morgan, who has been hauling dirt to the creek. Each load of about 1000 pounds has been bringing him $17.50. It was while "placering" that the new ledge was discovered at a depth of five feet. The ledge is well defined and is five feet wide. It has a streak of ore running through it which is four inches wide and assays over $10,000 to the ton. The balance of the ledge assays $75.

The strike which was made last week on the property of the Round Mountain Bullion Mining Company is likely to prove of great importance. The ledge is seven feet wide and yields very satisfactory values. The property is situated in the most easterly developed section of the district, and the strike strengthens the belief that the mineral belt extends from Round Mountain to Jefferson Canyon, a distance of five miles, and the scene of extensive and profitable mining operations in the early days.

NEW DIAMONDFIELD COMPANY

McKane, Gillies, Oddie and Others Will Work on 65 Acres

The Goldfield Review says that a company backed by some of Goldfield's foremost mining men has been organized and will be known as the Diamondfield-Florence Mining Company. The company carries the usual capitalization and will be officered for the ensuing year by John McKane as president; Donald B. Gillies, vice president; Mrs. E. A. McNaughton, secretary; Frank Golden, treasurer, and these with Senator T. L. Oddie, W. V. Ryan and E. A. McNaughton, constitute the directorate.

The property which forms the basis for the organization of the Diamondfield-Florence is located half a mile east of the famous Black Butte mine in the Diamondfield section and comprises the Banner, O. K. and Lynn claims, in all about sixty-five acres. Under the former ownership Messrs. McKane and McNaughton did considerable surface work on the different claims with very gratifying results.

E. A. McNaughton has been selected to manage the Diamondfield-Florence and the work of developing the property will be commenced immediately. A large force of men will be put to work on a two-compartment shaft and in a few weeks a twenty-five horsepower gasoline hoist will be installed.

MELLODY READY FOR A MILL

BOSTON, Feb. 15.—Honey Mellody, the welterweight champion, through his manager, Johnny Mooney, announces that he is ready for any and all fighters. While his defeat at the hands of Joe Thomas rankles in his memory, he feels that it is not up to him to go after Thomas, and says that while he is willing to fight Thomas, it will have to be on Mellody terms and on the same basis as the last meeting of the pair. They fought for 75 per cent to the winner and 25 per cent to the loser.

Fernando Nelson Offers Thousand Dollar Cup for an Automobile Race to Los Angeles

By R. R. l'Hommedieu

The chances for holding a road race against time between San Francisco and Los Angeles grow brighter every day. The latest incentive to the scheme has come from Fernando Nelson, who now holds the record with his Columbia. He announced yesterday that he had made a specially designed $1000 silver challenge cup. The cup will be exhibited in the automobile show, which opens next Monday at the Coliseum. The cup can be competed for only by those who live in the State and own ordinary stock cars. This means that those who race for it must own the same style of vehicle that Nelson used in making the record.

It is to be a perpetual affair, the winner having his name engraved on the trophy and its custody for one year. The race will have to be run over the coast route from this city south.

To hold this event it will require the permission of the Supervisors of the different counties through which the road runs. To open these roads for racing will make it possible for all classes of cars to race south on the same day. This is what the racing enthusiasts have desired ever since the first record was made by the White steamer. There are many owners who would like to go after the record, but do not care to try for it in opposition to the law. If racing were allowed one day in the year they would take advantage of the occasion to put in their cars. It would be better and longer than the Vanderbilt cup race, for it would be a test of the class of cars that are sold to the user.

The silver trophy offered by Nelson stands sixteen inches high and is a massive affair bearing a thoroughly automobile design. All the details of the motor cars have been worked out on the cup.

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The decorations at the Coliseum are assuming a shape that makes it possible to judge what the effect is going to be. Several of the enthusiasts went to the building yesterday and it was their opinion that it exceeds anything in beauty that has ever been seen at an automobile show. The harmony of color is subservient to the tones and coloring of the cars. With the large number of electric lights the effect at night will border on a fairyland scene.

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The office of the secretary of the show committee has issued the official list of the cars that will be seen in the show and by whom they will be exhibited. They are as follows:

Acme.....Standard Motor Car Co.
Aerco car.....I. Freeman
American Mors.....City Hall Auto Co.
Apperson.....Howard Automobile Co.
Atlas.....Pitman-Nelson Co.
American Mercedes.....Ben McCord
Auburn.....City Hall Auto Co.
Austin.....Golden Gate Garage
Autocar.....Middleton Motor Car Co.
Babcock electric.....Standard Motor Car Co.
Buick.....Howard Automobile Co.
Cadillac.....Cuyler Lee
Carter car.....Carter Car Co.
Cleveland.....J. W. Leavitt & Co.
Compound.....D'Arcy, Scott & Co.
Commerce truck.....Active Auto Co.
Crawford.....Golden Gate Garage
Darracq.....West Coast Motor Car Co.
Deere.....Ulrich & Davidson
Dragon.....D'Arcy, Scott & Co.
Elmore.....R. R. Bray
Ford.....Standard Motor Car Co.
Frayer-Mi