Shipping News and Gossip of the Water Front

Schooner Sausalito Goes Ashore on Ocean Beach, but Is Towed Off

The schooner Sausalito, Captain Bressem, which sailed Sunday for the Siuslaw river, was towed back to port yesterday after having narrowly escaped destruction on the beach below the Cliff house. The schooner lay in the breakers until 3 a. m. yesterday, when the tug Sea Fox drew it into deep water. The schooner will be dry docked and surveyed before going to sea, but is believed to have suffered little damage.

The tug Sea Lark towed the Sausalito to sea on Sunday and after taking the sailing vessel well out on the bar let go and returned to port. Before the schooner had made a good clearance from the land the tide made flood and at the same time the wind died, leaving the vessel at the mercy of the currents. The schooner drifted toward the beach opposite the Oceanside house and came to an anchor during the afternoon close inshore, about a mile below the south side life saving station. A towboat was sent to the vessel's assistance, but Captain Bressem thought he could get his vessel off without assistance when the tide turned, and the tug returned to port. As the afternoon wore on the schooner began to drag closer to the beach and at 5 o'clock the crew from the south side life saving station went alongside. The life savers boarded the schooner and remained on board until 3 o'clock yesterday morning, when the tug Sea Fox hauled the vessel off.

At low tide the Sausalito's stern was high and dry and there was a depth of only 10 feet under the bow. Fortunately the sea was smooth, and as the vessel pounded very little in the breakers the damage was slight.

Many Passengers Booked

More than three score cabin passengers are already booked for the next voyage of the Oceanic steamship company's liner Mariposa to Tahiti and return. The Mariposa will sail July 1 and is making a stay at this port longer than usual so that the passengers may reach Papeete in time to enjoy the celebration of the fall of the Bastile by the natives. Tahiti is a French possession and the Bastile's fall is celebrated with the same enthusiasm as it is in the European republic. The natives know little and care less about the historic event that all good Frenchmen love to celebrate, but the south sea islander knows a holiday when he sees it and his method of celebrating has made this July festival at Papeete a magnet for tourists for many years. War canoes, out of commission since the days when the islanders used to love their enemies, broiled and stewed, are brought out on that occasion and the tourist, fresh from the common places of modern civilization, is plunged into the middle of a south set jamboree such as he had fed to his imagination in the forbidden fiction of boyhood that came in single packages, each one dime. The bill of fare, however, of this modern south sea celebration is strictly censored and largely vegetarian.

Seeking Stolen Materials

The harbor police have been requested to locate, if possible, a large quality of veneered wainscoting stolen Sunday night from the Muirhead building at Larkin and Market streets. There is no other wainscoting in the city like the material stolen and the police expect to find it with little difficulty. It is composed of three layers of Oregon pine glued together, the middle layer being the thickest. It comes in strips 8 feet long, 30 inches wide and half an inch thick.

Docks at China Basin

The French steamer Amiral Jaureguiberry, which was released from quarantine on Sunday, docked yesterday at the China basin, where the cargo will be discharged. The steamer brought considerable freight, all from the orient. The cargo included 31,577 bags of sulphur from Hakodate and a large consignment of matting. The Amiral called at Honolulu and was 10 days making the run from the island port, being handicapped by strong head winds.

Is Making Good Progress

The log raft bound from the Columbia river to San Diego in tow of the tug Dauntless is making good time and passed by the Golden gate last night in good condition. The steamer Westport, which arrived yesterday from Westport, passed the Dauntless and raft yesterday about five miles southwest of Point Reyes.

Water Front Notes

The Pacific Coast steamship company's City of Puebla sailed yesterday for Puget sound with a large number of passengers.

The tanker Santiago with 11,000 barrels of oil arrived yesterday from Monterey in tow of the tug Fearless.

Receipts of lumber by sea yesterday amounted to 1,701,000 feet.

The Pacific Mail steamers Aztec and San Jose sailed June 22 from Panama for this port.

The Kosmos liner Ammon, bound for this port to finish loading, sailed June 23 from Victoria.

COAST SHIPPING NEWS

Items of Interest to Mariners of the Pacific

SAN PEDRO, June 24.—The schooner Allen A, Captain Henrickson, arrived this morning, eight and a half days from Grays Harbor, with 43,000 ties and stringers consigned to the Southern Pacific railroad company.

The passenger and freight steamship Bonita, Captain Nicholson, cleared today for San Francisco and way ports, with cargo consigned to the Pacific Coast steamship company.

The schooner Prosper, Captain Johansen, finished discharging a lumber cargo and sailed today in ballast for the Coquille river to load a return cargo for this port.

The barkentine Aurora has left Bellingham with 1,400,000 feet of railroad ties consigned to Port Angeles. Its original destination was San Pedro, but the charter was changed just before sailing.

The reported arrival yesterday of the schooner Queen was an error. The vessel is due.

ASTORIA, Ore., June 24.—The oil steamer Asuncion, in ballast for San Francisco, sailed last evening.

The bar tug Tatoosh went up to St. Johns Sunday to go on the drydock to have its bottom cleaned and painted and a new rudder placed.

The barkentine John Palmer, with a cargo of lumber for California, was towed to sea this morning.

The steam schooner Daisy Freeman has arrived down the river after having been repaired and is again taking on its deckload of lumber.

The steamer Ascot, with flour for the orient, went to sea on Sunday.

The steamer Alliance arrived this morning from Coos Bay with freight and passengers.

The Japanese steamship Manshu Maru arrived this morning from Salina Cruz under charter to the Portland and Asiatic steamship line to take the place of one of the boats that have been laid off.

The steamer George R. Slossburg arrived Sunday evening from Nehalem with dairy products.

The motor schooner Della arrived Saturday evening from Nestucca with 700 cases of cheese.

The tug Defiance arrived this afternoon from California with the oil barge Monterey in tow.

The schooner King Cyrus cleared at the custom house today for San Francisco with 860,000 feet of lumber loaded at Gobie.

The barkentine John Palmer cleared today for San Pedro with 1,350,000 feet of lumber loaded at Kalama.

Army Transports

The Burnside is at Seattle.
The Buford arrived at Manila June 8.
The Crook arrived at Honolulu June 23, en route to Alaskan points.
The Dix left Honolulu June 20 for Seattle.
The Kilpatrick is at Newport News, Va.
The Logan sailed June 22 from Shanghai.
The Meade is at New York. Out of commission.
The Ingalls is at Newport News, Va.
The Sheridan is in port and will sail for Manila on July 5.
The Thomas left Honolulu June 14 for Manila.
The Warren is in port.

The Overdue List

British ship Hilson, out 161 days from Caleta Colosa, for Hamburg, 6 per cent.
Italian ship F. S. Campa, out 163 days from Talbot, for Iquique, 8 per cent.
British ship Amuiree, out 157 days from Tocopilla, for Falmouth, 6 per cent.
Argentine schooner India, out 165 days from Madeira, for Platte, 25 per cent.

NEWS OF THE OCEAN

Charters

The ship Fort George, at Honolulu, is chartered for sugar thence to Delaware breakwater, and the British tank steamers Seminole and Dakotah, both at this port, will return to the orient with refined oil. All three were chartered prior to arrival.

The Alameda's Cargo

The steamer Alameda sailed on Saturday for Honolulu with a general merchandise cargo, valued at $160,458 and including the following:

Twenty-one bbls flour, 15,755 lbs butter, 4,618 lbs and 1 cs cheese, 61 cs eggs, 45,600 lbs malt, 11,147 lbs beans, 475 ctls barley, 1,182 pkgs fruits, 100 pkgs vegetables, 348 pkgs potatoes, 271 pkgs onions, 4,035 lbs garlic, 2,240 lbs fresh meat, 800 lbs and 2 cs fresh fish, 4,982 lbs and 10 cs dressed poultry, 5,728 lbs and 12 cs dried fruit, 905 lbs raisins, 1,791 lbs nuts, 2,888 gals wine, 318 gals and 50 cs whisky, 651 gals spirits, 110 gals gin, 7 cs champagne, 27 bbls beer, 12 cs assorted liquors, 1,860 cs canned goods, 9,144 lbs and 6 bbls dried fish, 100 bbls and 2 cs salmon, 6,641 lbs and 34 cs bread, 4,650 lbs and 108 cs millstuffs, 9,500 lbs codfish, 16,520 lbs lard, 5,250 lbs salt, 3,671 lbs and 13 cs candy, 1,296 lbs glucose, 25 cs coffee, 2,836 lbs tea, 15 cs extracts, 111 pkgs groceries and provisions, 45 pkgs prepared fish, 5 cs honey, 580 lbs and 7 cs paste, 67 pkgs pickles, 38 cs table preparations, 93 pcs castings, 60 pkgs machinery, 100 boiler tubes, 75 pcs and 13 bdls steel, 150 bdls and 41 pcs iron, 46 bdls and 50 pcs pipe, 800 lbs tin, 65,780 lbs tin plate, 409 cs and 6 bbls oils, 30 rolls leather, 3,267 lbs tobacco, 35 cs cigars and cigarettes, 72 lbs opium, 2 automobiles and 7 pkgs parts, 40 pkgs electrical goods, 107 cs soap, 150 cs candles, 1,921 lbs wax, 70 cs boots and shoes, 209 pkgs dry goods, 19 cs hats, 14 coils rope, 42 bdls wire, 6 cs arms and ammunition, 393 pkgs paper, 3 cs typewriters, 50 pkgs saddlery and harness, 83 pkgs paints, 255 pkgs wagon material, 8 pkgs sewing machines, 159 pkgs drugs, 28 pkgs agricultural implements, 9 pkgs bicycles, 2 horses.

LATE SHIPPING INTELLIGENCE

ARRIVED

Monday, June 24.

Br stmr Dakotah, Ross, 22½ days from Hongkong.
Stmr Excelsior, Erickson, 55 hours from Columbia river.
Stmr Brooklyn, Hendrickson, 30 hours from Santa Barbara.
Stmr Point Arena, Fagerstrom, 21 hours from Shelter cove.
Stmr Carmel, Corning, 36 hours from San Pedro.
Stmr Yosemite, Johnson, 59 hours from Astoria, bound south. Put in for fuel.
Stmr Sea of California, Thomas, 41 hours from San Diego and way ports.
Stmr Westport, Moreno, 18 hours from Westport.
Stmr Hanalei, Ravens, 51 hours from San Pedro.
Stmr Washington, Nason, 65 hours from Astoria.
Stmr Roanoke, Dunham, 3 days from Portland, via Eureka 16 hours.
Stmr Sea Foam, Miller, 15 hours from Mendocino, via Point Arena 10 hours.
Stmr Argo, Hansen, 22 hours from Eel river.
Stmr James S. Higgins, Eliason, 15 hours from Fort Bragg, bound south. Put in for fuel.
Stmr Temple E. Dorr, Panzer, 24 hours from Eureka.
Stmr National City, Weber, 14 hours from Novo.
Stmr Scotia, Nelson, 16 hours from Albion.
Stmr Arctic, Olsen, 15 hours from Cleone.
Schr Santiago, Larsen, 16 hours from Monterey, in tow of tug Fearless.
Schr David Evans, Holstrom, 7 days from Port Hadlock.
Schr Roderick Dhu, Anderson, 16 hours from Monterey, in tow of tug Relief.
Barge Ninety-one, from Port Harford, in tow of tug Sea Rover.

RETURNED

Monday, June 24.

Schr Sausalito, Bressem, hence June 23, for Siuslaw river, in tow of tug Sea Fox.

CLEARED

Monday, June 24.

Stmr Pomona, Swanson, Eureka; Pacific Coast steamship company.
Stmr Costa Rica, Doran, Astoria; San Francisco and Portland steamship company.
Stmr City of Topeka, Jepsen, Victoria; Pacific Coast steamship company.
Stmr Coos Bay, Zeh, San Pedro; Pacific Coast steamship company.

SAILED

Sunday, June 23.

Stmr Delhi, Nopander, Port Harford.

Monday, June 24.

Stmr Tiverton, Johnson, Astoria.
Stmr Tallac, Hansen, Seattle.
Stmr Vanguard, Odland, Eureka.
Stmr Newburg, Norberg, Grays Harbor.
Stmr Roanoke, Dunham, San Pedro.
Stmr Alcatraz, Fredericksen, Greenwood.
Stmr Santa Cruz, Carey, Monterey.
Stmr Phoenix, Hansen, Mendocino.
Stmr James S. Higgins, Eliason, San Pedro.
Stmr City of Puebla, Jepsen, Victoria, etc.
Stmr Coquille River, Sanberg, Fort Bragg.
Stmr Mandalay, Sanford, San Pedro.
Schr Repeat, Lawson, Coos bay.
Schr Abbie, Henningsen, Astoria.
Schr Omega, Nyman, Coos bay.
Power schr Charles Nelson, Yarneberg, ——.
Power schr Ida A. Campbell, Point Reyes.

SPOKEN

Per stmr Excelsior—June 24, 25 miles north of Point Reyes, tug Dauntless and log raft.
Per stmr Dakotah—April 26, 36 34 N, 131 15 W—Fr bark Bidart, from Tacoma, for Queenstown.
June 24, off Point Reyes—Schr David Evans, from Everett, for San Francisco.
Per stmr Westport—June 24, off Point Reyes, Tug Dauntless, with log raft in tow, from Portland, for San Francisco.

TELEGRAPHIC

POINT LOBOS, June 24, 10 p. m.—Weather thick, wind southwest; velocity 14 miles per hour.

DOMESTIC PORTS

ASTORIA—Arrived June 24—Tug Defiance, from Monterey, with schr Monterey in tow.
Arrived June 24—Stmr Alliance, from Coos bay; Jap stmr Manshu Maru, from Hiogo.
Sailed June 24—Bktn John Palmer, for San Pedro.
Arrived June 24—Schr Monterey, from Monterey, in tow of tug Defiance.
HOQUIAM—Arrived June 23—Stmr Hoquiam, hence June 15.
Sailed June 23—Stmr Westerner, for San Francisco; stmr Tamalpais, for San Pedro.
Arrived June 24—Schr Lizzie Vance, from San Pedro; bktn J. L. Evviston, from San Pedro; schr Cecilia Sudden, from San Pedro.
TATOOSH June 24, 5 p. m.—Weather foggy, wind southwest; velocity 15 miles per hour.
NEAH BAY—Passed inward June 24—Schr E. K. Wood, hence June 12, for Bellingham.
BELLINGHAM—Sailed June 23—Schr Albert Meyer, for San Francisco.
SOUTH BEND—Arrived June 23—Stmr Helene, hence June 17; stmr Daisy Mitchell, hence June 20.
PORT TOWNSEND—Arrived June 24—Bktn Benicia, from Redondo.
Passed in June 24—Br stmr Ascot, from Astoria.
Passed inward June 24—Br ship Falls of Gary, from San Pedro.
Arrived June 24—Schr Robert Searles, from San Diego, for Winslow.
ROCHE HARBOR—Arrived June 24—Bktn Archer, hence June 4.
EUREKA—Arrived June 24—Stmrs Signal, Prentiss and Ravalli, hence June 22.
Sailed June 24—Stmrs City of Topeka and F. A. Kilburn, for San Francisco.
SAN DIEGO—Arrived June 23—Stmr Marshfield, from Hardy creek.
SEATTLE—Arrived June 23—Stmr Dolphin, from Skagway.
GRAYS HARBOR—Arrived June 21—Stmr Westerner, hence June 15.
SAN PEDRO—Arrived June 23—Stmr Bonita, hence June 20; stmr J. B. Stetson, hence June 21; stmr Charles R. Wilson, from South Bend; schr Queen, from Tillamook.
Sailed June 24—Stmr Samoa, for San Francisco; stmr Bonita, for San Francisco.
Sailed June 24—Schr Prosper, for Coquille river.
REDONDO—Arrived June 24—Stmr Maverick, hence June 22; stmr Northland, hence June 22; schr Lottie Bennett, from Tacoma; schr A. F. Coats, from Tacoma.
Sailed June 24—Stmr Maverick, for San Francisco.
SANTA BARBARA—Arrived June 24—Stmr Bonita, from San Pedro, and sailed for San Diego; stmr Santa Rosa, hence June 23, and sailed for San Diego.

ISLAND PORTS

HILO—Arrived June 23—Bark St. Katherine, hence June 5.
HONOLULU—Sailed June 24—Ship Marion Chilcott, for Gaviota.
Arrived June 24—Br stmr Persia, hence June 18, for Yokohama and Hongkong.
In port May 18—Fr bark Guethary, for Portland, Ore.

OCEAN STEAMERS

NAPLES—Arrived June 24—Stmr Citta di Napoli, from New York.
PLYMOUTH—Arrived June 24—Stmr Kronprinz Wilhelm, from New York, for Bremen.
BREMEN—Arrived June 24—Stmr Barbarossa, from New York.

Memoranda

Per stmr Roanoke, from Portland, June 24—On June 23, in the evening, 10 miles south of Point Arena, passed tug Dauntless with log raft in tow, from Astoria, for San Francisco.
Schr Sausalito, Captain Bressem, which sailed from San Francisco yesterday, June 23, for Coos bay, and which anchored close in shore near South Side life saving station, last evening and refused assistance from tug Sea Fox, drifted ashore at 11 o'clock last night. Crew of South Side life saving station went on board at 5 p. m. and remained on board until 7 a. m., when vessel was towed off by tug Sea Fox. At low water vessel's stern was high and dry with only 10 feet of water under bow.
Per schr Sausalito—Sailed, June 23, in the afternoon, for Siuslaw river, in tow of tug Sea Lark. Tug let go on bar. When tide made flood and wind died out vessel drifted toward the Oceanside house beach. Let go both anchors at 7 p. m., and at 12 m. vessel dragged on beach. Was pulled off at 3 a. m., June 24, by tug Sea Fox and towed to port. No damage.
Br stmr Santiago, from Panama, for Valparaiso, has been wrecked in heavy squall, 50 miles north of Corral. One passenger and one officer known to have been saved. The rest supposed to have perished.

Weather Report

United States Department of Agriculture, Weather Bureau—San Francisco, June 24, 1907.

RAINFALL DATA

Stations—	Last 24 hours.	Seasonal to date.	Normal.
Eureka	0.00	50.49	45.87
Red Bluff	0.00	27.93	26.05
Sacramento	0.00	24.03	20.87
San Francisco	0.00	26.16	23.71
San Jose	0.00	24.60	.....
Fresno	0.00	10.85	9.00
San Luis Obispo	0.00	24.89	21.52
Los Angeles	0.00	19.26	17.30
San Diego	0.00	10.53	10.82

STATIONS.	Barometer	Max. Temp	Min. Temp	Wind	Weather	Precipitation
Baker	30.04	70	42	NW	Clear	.00
Boise	30.06	74	44	SE	Rain	.04
Eureka	30.08	56	52	NW	Cloudy	.00
Flagstaff	29.80	76	32	SW	Clear	.00
Fresno	29.84	88	54	NW	Clear	.00
Kalispell	30.10	70	44	S	Pt.Cldy	.00
Los Angeles	29.90	76	52	SW	Clear	.00
Modena	29.78	74	44	W	Clear	.00
Mt. Tamalpais	29.98	72	57	NW	Clear	.00
North Head	30.06	54	42	NW	Pt.Cldy	.00
Phoenix	29.70	98	64	NW	Clear	.00
Pocatello	30.00	70	42	SW	Rain	.22
P. Reyes Light	29.94	54	..	NW	Foggy	.00
Portland	29.98	86	58	NW	Clear	.00
Red Bluff	29.88	88	58	NW	Clear	.00
Reno	29.96	72	40	E	Clear	.00
Roseburg	29.94	84	50	N	Clear	.00
Sacramento	29.88	84	54	NW	Clear	.00
Salt Lake	29.90	76	48	NW	Cloudy	.00
San Diego	29.88	66	58	W	Clear	.00
San Francisco	29.94	60	50	W	Clear	.00
S. Luis Obispo	29.70	70	50	NW	Clear	.00
S. E. Farallon	29.98	54	..	NW	Cloudy	.00
Seattle	30.04	78	54	N	Clear	.00
Spokane	30.06	78	48	SE	Pt.Cldy	.00
*Summit	.....	37	31	N	Clear	.00
Tonopah	29.96	66	40	NW	Clear	.00
Walla	30.02	82	48	N	Clear	.00
Winnemucca	30.04	64	46	E	Cloudy	.02
Yuma	29.68	100	62	SW	Clear	.00

*Average snow on the ground, 32 inches.

SYNOPSIS

An area of high pressure overlies British Columbia, while a shallow low area is central over southern California and Arizona. These conditions have caused fair warm weather over the interior of California, and light showers in Utah, southern Nevada and Idaho. A thunder storm is reported from Pocatello. The temperature has risen from 6 to 10 degrees in the interior of California.

Conditions are favorable for fair weather in California Tuesday, with fog along the coast.

FORECAST

San Francisco and vicinity—Fair Tuesday, with fog in the morning and at night; fresh west wind.
Santa Clara valley—Fair Tuesday; fresh north wind.
Sacramento valley—Fair Tuesday; light north wind.
San Joaquin valley—Fair Tuesday; light north wind.
Los Angeles and vicinity—Fair Tuesday; light west wind.

G. H. WILLSON,
Local Forecaster, Temporarily in Charge.

Movements of Steamers

TO ARRIVE

From	Steamer	Due
Grays Harbor	G. Lindauer	June 25
Grays Harbor	Norwood	June 25
Portland & Astoria	Yosemite	June 25
Portland & Way Ports	F. Kilburn	June 25
Seattle	Coya	June 25
Humboldt	City of Topeka	June 25
Seattle & Tacoma	Watson	June 25
Grays Harbor	Tamalpais	June 26
Humboldt	Eureka	June 26
Seattle, via Nanaimo	Ammon	June 26
Monterey	North Fork	June 27
China & Japan	Korea	June 27
Hamburg & Way Ports	Theben	June 27
Grays Harbor	Chehalis	June 27
San Diego & Way Ports	Santa Rosa	June 27
Point Arena & Albion	Pomo	June 27
Puget Sound Ports	Sonoma	June 27
Portland & Astoria	Columbia	June 27
Humboldt	Pomona	June 28
San Pedro & Way Ports	Bonita	June 28
Portland & Astoria	Nome City	June 28
San Pedro	Roanoke	June 29
Mexican Ports	Curacao	June 29
Grays Harbor	Coronado	June 29
New York, via Ancon	City of Para	June 29
Mendocino & Pt. Arena	Sea Foam	June 30
Eel River Ports	Argo	June 30
Puget Sound Ports	President	June 30
San Diego & Way Ports	State of Cal	July
San Pedro	Hanalei	July 1
Portland & Way Ports	G. W. Elder	July 1
Grays Harbor	Centralia	July 1
Seattle & Tacoma	Buckman	July 2
Portland & Astoria	Costa Rica	July 2
Hilo	Enterprise	July 2

TO SAIL

Destination	Steamer	Sails	Pier
June 25—			
Humboldt	Vanguard	5 pm	2
Bellingham	Rainier	3 pm	10
Los Angeles Ports	Roanoke	5 pm	13
Coos Bay	M. F. Plant	4 pm	8
Los Angeles Ports	Yosemite	12 m	2
Grays Harbor	Acme	4 pm	2
Humboldt	Pomona	10.30a	9
Astoria & Portland	Costa Rica	11 am	24
San Pedro & Way Ports	Coos Bay	9 am	11
June 26—			
Los Angeles Ports	Tamalpais	2 pm	2
New York, via Ancon	San Juan	12 m	40
Coquille River	Elizabeth	.....	.....
Eel River Ports	Argo	12 m	10
Grays Harbor	G. Lindauer	1 pm	.....
Point Arena	Sea Foam	4 pm	2
Los Angeles Ports	Hanalei	5 pm	10
June 27—			
Arcata direct	North Fork	1 pm	20
Los Angeles Ports	Chehalis	.....	.....
Portland & Way Ports	F. Kilburn	2 pm	2
Grays Harbor	Norwood	.....	.....
Humboldt	City Topeka	10.30a	9
San Diego & Way Ports	State of Cal	10 am	11
June 28—			
Los Angeles Ports	Nome City	10 am	16
Humboldt	Eureka	9 am	13
China & Japan	H. K. Maru	1 pm	40
Honolulu & Kahului	Nevadan	2 pm	25
June 29—			
Honolulu	Hilonian	.....	10
Pt. Arena & Albion	Pomo	6 pm	2
Seattle & Tacoma	Watson	1.30p	20
Portland & Way Ports	Roanoke	1.30p	13
Hamburg & Way Ports	Ammon	12 m	19
June 30—			
San Diego & Way Ports	Santa Rosa	10 am	11
Puget Sound Ports	Sonoma	11 am	9
San Pedro & Way Ports	Bonita	9 am	11
Astoria & Portland	Columbia	11 am	24
July 1—			
Tahiti direct	Mariposa	11 am	7
Grays Harbor	Coronado	2 pm	10
Los Angeles Ports	G. W. Elder	1 pm	13

TO SAIL FROM SEATTLE

Destination	Steamer	Date
Skagway & Way Ports	City of Seattle	June 26
Seldovia & Way Ports	Bertha	June 22
Skagway & Way Ports	Farallon	June 27
Skagway & Way Ports	Spokane	June 28
Valdez & Seward	Yucatan	July 1
Skagway & Way Ports	Cottage City	July 3
Skagway & Way Ports	Dirigo	July 5
Valdez & Seward	Santa Clara	July 8
Nome & St. Michael	Pennsylvania	July 8

Sun and Tide

United States Coast and Geodetic Survey—Time and Heights of Tide at Port Point. For city front (Mission street wharf) add 25 minutes.

TUESDAY, JUNE 25

Sun rises .....4:48 Sun sets 7:35

J'ne	Time L W	Ft	Time H W	Ft	Time L W	Ft	Time H W	Ft
25	4:55	—1.4	12:10	4.9	4:34	2.9	10:35	6.3
26	5:42	—1.5	1:05	5.1	5:26	3.0	11:22	6.2
27	6:31	—1.5	1:56	5.2	6:22	3.1	....	.....
	H W		L W		H W		L W	
28	0:14	6.0	7:21	—1.2	2:47	5.3	7:25	3.1
29	1:10	5.6	8:09	—0.8	3:38	5.4	8:30	3.1
30	2:14	5.1	8:57	—0.2	4:20	5.5	9:44	2.7
J'ly 1	3:30	4.5	9:46	0.4	5:10	5.5	11:00	2.4

Time Ball

United States Branch Hydrographic Office, Merchants' Exchange, San Francisco, Cal., June 24, 1907.

The time ball on the tower of the Ferry building was dropped today exactly at noon. Pacific Standard Time (120th Meridian), or 8h. 00m. 00s. Greenwich Mean Time.

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

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.

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

FOREIGN PORTS

SALINA CRUZ—Arrived June 23—Stmr Nebraskan, from Eleele.
HONGKONG—Arrived June 23—Ger stmr Nicomedia, from Portland, Ore.
ANCON—Sailed June 22—Stmr San Jose, for San Francisco; stmr Aztec, for San Francisco.
OTTER POINT—Passed June 24, 9:15 a. m.—Br stmr Empress of Japan, from Yokohama, for Vancouver.
VICTORIA—Arrived June 23—Nor stmr Tordenskjold, hence June 19, for Nanaimo, B. C.
Sailed June 23—Ger stmr Ammon, for San Francisco.
TALTAL—Sailed June 1—Br stmr Birkhall, from Pisagua, for British Columbia.
KUTCHINOTZU—Sailed June 4—Ger stmr Daphne, from Hongkong, for Salina Cruz.
CALLAO—Sailed April 30—Nor stmr Thode Fagelund, for Mollendo and San Francisco.
HAMBURG—In port May 26—Br ship Ben Dearg, for San Francisco.
In port May 31—Fr bark Jacobsen, for San Francisco.
LIVERPOOL—In port May 20—Br ship Talus, for San Francisco.
ANTWERP—In port May 28—Fr ship Dessaix, for San Francisco.

SENATOR KNOX SPEAKS ON COMMERCIAL LAW

Addresses Graduates of the Legal Department of Yale

NATION VS. THE STATE

Defines Powers of Federal Government Relating to Commerce

NEW HAVEN, Conn., June 24.—United States Senator Philander E. Knox delivered the principal address before the graduating class of the law school of Yale university today. His subject was "The Development of the Federal Power to Regulate Commerce." He said in part:

There are no questions before the American people today of greater importance than those relating to the federal control over commerce.

That power was granted chiefly as a safeguard against commercial hostilities and reprisals between the states. It remained practically dormant until comparatively recent years. It is now clearly recognized as a great affirmative and constructive power, not limited to composing differences between state laws and systems, but constitutionally capable of effective and fruitful development in a region all its own. In some respects it may be said to be the greatest power lodged in the general government, and the possibilities of its application are coextensive with the possibilities of the expansion of the vast subject to which it applies.

Notwithstanding the complex system of polity which prevails in this country, the American people have a complete and entire system of government with all the powers necessary to deal with every subject and situation. All governmental authority is included in one or the other, or in both, of the two sovereignties which constitute the American system.

The fact that the state governments are supreme in state affairs and the national government supreme in national affairs does not result in the deduction that there are any affairs which may escape government control.

The new proposition is this: Congress has the power to regulate commerce including its instrumentalities, and likewise power to regulate the persons by whom articles of commerce are produced in respect to matters disconnected with commerce.

This addition to the rule finds expression in the suggestion to prohibit the interstate transportation of innocuous articles lawfully made or produced in a state for reasons not affecting interstate commerce.

Let us now consider whether the regulation of the business of producing articles which may in whole or in part go into interstate commerce by denying to the owner the privileges of interstate commerce for reasons not affecting such commerce, is a regulation of commerce. In other words, is the mere production of goods commerce? If it is not, then can congress regulate such production within a state under the constitutional power to regulate interstate commerce?

It would be difficult to overstate the importance and seriousness of the question thus presented, as upon its ultimate authoritative determination depends, it may be, the autonomy of the states in substantially all matters of internal policy.

It is scarcely worth while to discuss the proposition that production is not commerce.

CANNOT PROHIBIT COMMERCE

In my judgment, the power to regulate commerce between the states does not carry with it the power to prohibit commerce, unless the prohibition has for its purpose the facilitation, safety or protection of commercial intercourse, or the accomplishment of some other national purpose.

I concede that the national power to regulate interstate commerce carries with it the right to prohibit commerce in order to secure equality of commercial right, or to prevent restraint of or interference with commerce, but not to prohibit the shipment of the innocuous products of producers within a state who are pursuing a course sanctioned by the laws of the state and in no wise in itself interfering with interstate commerce.

The right to regulate their domestic affairs is "secured and protected" to the states by the tenth amendment reserving to the states respectively, or to the people, the powers not delegated to the United States.

The sum of the matter is this: For the purpose of protecting commerce, congress may close its channels to those who are injuriously affecting it, but for the purpose of enforcing a more enlightened policy in respect to matters not within the jurisdiction of congress, it has no such power.

Congress may employ such means as it chooses to accomplish that which is within its power. But the end to be accomplished must be within the scope of its constitutional powers. The legislative discretion extends to the means and not to the ends to be accomplished by use of the means.

That the congress of the United States has no general legislative powers but only such as are granted to it by the constitution is not an old fashioned and exploded notion.

It has been reaffirmed with emphasis by the supreme court within the last 60 days in a great opinion by Justice Brewer in the case of Colorado vs. Kansas.

We cannot make progress in developing a body of substantive remedial law without an accurate appreciation of the restrictions upon both the state and federal powers.

The preservation of our constitution is not committed to the federal judiciary alone. It is the oath bound obligation of every legislative, judicial and executive officer of the states and nation, and is the highest duty of private citizenship. The constitution is not to perish at the hands of the impassioned phrase maker, and its defenders should not be deterred by mistaken or prejudiced clamor from performing their obligation to preserve and defend it.

The power of the federal government cannot be increased except by new grants of power through amendment of the constitution. The efficiency, however, of the federal government will progressively increase through the application of existing federal power to the growing complexities of social and commercial conditions.

What changes in these conditions may be in store for us no man can foretell. What social readjustments may follow the application of the federal commercial power to such changes is likewise unknown. The power is a fixed and definite factor; no one has pretended to define the boundaries of the subject upon which it operates. The distinguished present solicitor general of the United States, an honored son of Yale, Mr. Henry M. Hoyt, in a recent argument in the supreme court aptly said: "The word commerce is not restricted to trade and traffic, or navigation or transportation. No one can now say definitely what movements and interactions across state lines may not be embraced within its meaning."

NEW HAVEN, Conn., June 24.—At a meeting of the alumni advisory board of Yale yesterday D. T. Judson of St. Louis was re-elected chairman. A number of important matters were fully discussed and reports to the corporation were agreed upon and ordered.

Schmidt Lithograph Firm Erects $150,000 Building

Plant Will Be Modern and Well Lighted

Three story building to be erected at Second and Bryant streets by the Schmidt lithograph company.

A three story building, to cost $150,000, is being erected at Second, Bryant and Stanley streets by the Schmidt lithograph company and the structure will be ready for occupancy in September. The new plant will be equipped with all structural improvements and appliances for facilitating work and adding to the comfort of the employes.

A feature of the building will be a perfect ventilating plant which will purify the air entering the premises and heat or cool it to the temperature desired in the separate departments to which it will be distributed.

The building will face 181 feet in Second street, 250 feet in Bryant street and 148 feet in Stanley street and contain 150,000 feet of floor space, with good light on all sides.

ONLY TWO ACCOUNTED FOR FROM SUNK SHIP

Santiago Is Lost in Squall Fifty Miles North of Corral

SANTIAGO, Chile, June 24.—The Pacific steam navigation company's coasting steamer Santiago, a vessel of 1,366 tons, trading between Panama and the south coast of South America, has been wrecked in a heavy squall 50 miles north of Corral. One passenger and one officer are known to have been saved. The remainder of the passengers and crew are reported to have perished.

The Santiago left Corral with her engines out of order as a result of storms and instead of proceeding to Ancon she started to return to Valparaiso, a much greater distance. She carried four passengers and 87 in her crew. It is feared that all except two persons perished.

A sister ship, the Arequipa, was sunk during a terrific storm at Valparaiso about four years ago, when many lives were lost.

LIVERPOOL, June 24.—The Pacific steam navigation company has received a cablegram confirming the loss of the Santiago. The vessel was engaged chiefly in the freight trade, and her passengers mostly were traders traveling between west coast ports. The crew mainly were South Americans.

ALLEGED EMBEZZLER CAUGHT

BUTTE, Mont., June 24.—O. S. Brown, former cashier of the Big Four railroad at Bloomington, Ill., wanted there for the alleged embezzlement of $25,000, was taken into custody here last night and will be held for the Illinois authorities.

DIVIDEND DISBURSEMENTS

NEW YORK, June 24.—The quarterly dividend and interest disbursements this year by various corporations will reach a grand total of $182,881,849. This is $18,573,678 greater than the aggregate of last year and is larger than the total of any previous July on record.

FIVE PERSONS KILLED IN CRASH OF TRAINS

Passenger Runs Into Freight on the New York Central Railroad

ROCHESTER, N. Y., June 24.—Five persons were killed and a number injured on the Auburn branch of the New York Central railroad, one mile east of Pittsford, last night when a passenger train crashed into a freight train. The collision took place on a sharp curve at a point known as Mitchell's farm. The smoking car was telescoped and three of the 15 passengers were killed. Among the victims were a son of the engineer of the freight train, who was in the cab with his father, and who died this morning, and a brakeman. Engineer Lyons, who was brought to Rochester with the dead and injured on a special train, is not expected to