Shipping News and Gossip of the Water Front

Heavy Seas Submerge Little Tug Eleu, Being Towed by the Enterprise

The little tug Eleu, which once belonged to the Spreckels fleet and bore the name Alert, arrived yesterday from Hilo in tow of the steamer Enterprise. For the steamer it was a fairly comfortable trip, but for the tug more of a submarine cruise than anything else. The Eleu is a vessel of about 70 tons register and has been brought here by the Matson navigation company for purposes yet to be decided.

Three days after leaving Hilo a strong northwesterly gale was encountered accompanied by a sea so heavy that the little Eleu was practically submerged. Not being fitted with the right kind of ventilation for submarine work the Eleu was decidedly uncomfortable until Captain Youngner, master of the Enterprise, decided to give those on board the tug a chance to breathe. The Enterprise was hove to and for two days steamer and tug waited for more moderate weather. The voyage from Hilo was made in 11 days. Among the passengers were the wife and family of Captain Pierce, who is employed by the Matson navigation company at Hilo.

City of Para Sails.

The Pacific Mail liner City of Para, Captain Urry, sailed yesterday for Panama and way ports with a full cargo, 12 cabin passengers, 30 in the steerage and 24 Chinese. The cabin passengers included:

E. Rees, George A. Brown, J. C. Franklin, Edward Vieles, E. N. Bradner, J. H. Bradner, Frank Dalplain, R. L. Summerland, J. A. Pomeroy, Miss Marie de Ballore, Comte de Ballore and wife.

Schooner Drags Anchor

The schooner Oregon, ready for sea with a cargo of powder for Coquille river, was anchored off Black Point yesterday afternoon. The anchor held until a strong westerly breeze added its strength to the rush of the flood tide and the Oregon began to drag its anchor. Not until the schooner was off Powell street did the anchor regain its hold on the bottom sufficient to hold the schooner. Being loaded with an explosive cargo the plight of those on board might have been serious in case of collision and the gradual stopping of the schooner's drifting was a big relief to the crew.

Log Raft is Sighted

The steamer Francis H. Leggett which is bringing a log raft from the Columbia river to this port for the Hammond lumber company, was sighted off Crescent City yesterday by the steamer Johan Paulsen. The tug Dauntless, which towed a big raft from Astoria to San Diego arrived here yesterday from the southern port and will leave tomorrow for the Oregon port to get another raft.

Power Schooner Breaks Down

The power schooner Jennie Griffin started yesterday for Tomales bay, but off Black point the brasses of the gasoline engine burned out and left the schooner dependent upon canvas. The anchor was let go and a little later the Crowley launch Picket towed the disabled schooner to the Pacific street wharf.

Water Front Notes

The Spreckels tug Relief will go out of commission today to be converted into an oil burner. The work will be done at the Risdon iron works where the Relief will be taken tomorrow.

The state fire tug Governor Irwin was put on the dry dock yesterday to be scraped and painted.

Receipts of lumber yesterday by sea amounted to 2,215,000 feet.

The liner China left Yokohama yesterday for this port.

The liner Persia, formerly the Coptic, outward bound, arrived yesterday at Yokohama.

The little White liner Curacao, Captain Paulsen, cleared yesterday and will tail today for Mexican ports.

The Pacific Coast steamship company's City of Puebla cleared yesterday and will sail today for San Diego.

The Japanese liner America Maru is due today from the orient.

Army Transports

The Burnside is at Seattle.

The Buford is due to arrive today at Nagasaki from Manila.

The Crook sailed from Honolulu June 28 for Alaskan ports.

The Dix left Honolulu June 28 for Seattle.

The Kilpatrick is at Newport News, Va.

The Logan is due to arrive today at Honolulu and scheduled to reach this port July 14.

The Meade is at New York. Out of commission.

The Ingalls is at Newport News, Va.

The Sheridan is at Mare island undergoing repairs.

The Sherman sailed July 5 for Manila.

The Thomas sailed from Guam June 26 for Manila.

The Warren is in port.

NEWS OF THE OCEAN

Tonnage Engagements

The British ship Falls of Garry and the Dutch ship Tromp, both on Puget sound, are chartered for lumber thence to Valparaiso, for orders (Pisagua Range), at 42s 6d, or to a direct port at 40s.

The British steamer Quito, on Puget sound, is under time charter for merchandise from British Columbia to Alaska.

The barkentine Kohala will proceed in ballast to Newcastle, Australia, and return to this port with coal.

Two Cargoes for Hawaii

The bark George Curtis was cleared for Honolulu yesterday with cargo valued at $37,948 and including the following: 5,085 gals wine, 108,128 lbs sugar, 1,139 bales hay, 21 ctls wheat, 2,045 lbs meal, 14 ctls oats, 18,749 lbs beans, 10,350 lbs lard, 356 lbs chocolate, 1,600 lbs coffee, 25 cs baking powder, 3,792 lbs bread, 25 kegs pickles, 539 cs canned goods, 13,614 ft lumber, 151 pkgs doors and windows, 16 plws, 202,000 lbs fertilizer, 65 cs matches, 150 kegs and 150 cs blasting powder, 250 pkgs dynamite, 16 cs blasting caps, 9 pkgs leather and skins, 8,250 gals distillate, 2,750 gals gasoline, 30 cs and 10 bbls oils, 39 pkgs paints, 60 kegs white lead, 37 pkgs harness, 34 bdls brooms, 680 cs soap, 84,600 lbs rosin, 4,420 lbs putty, 65 cs horse shoe nails.

The bark Annie Johnson was cleared yesterday for Hilo with an assorted merchandise cargo valued at $22,773 and including 100 bbls flour, 4,550 lbs sugar, 3,131 gals wine, 29 ctls corn, 1,071 ctls barley, 4,326 lbs beans, 10,277 lbs bran, 4,280 lbs middlings, 400 bales hay, 500 lbs codfish, 43 cs canned goods, 29 pkgs groceries and provisions, 260 lbs lard, 50 cs dynamite, 3 cs caps and fuse, 93,110 lbs coal, 899,530 lbs fertilizer, 500 bbls cement, 100 cs coal oil, 10 drums distillate, 100 cs and 6 drums gasoline, 1,990 lbs tobacco, 10 bbls tar, 15 bales bags, 7 cs boots and shoes and 67 pkgs wagon material.

SHIPPING INTELLIGENCE

ARRIVED

Saturday, July 6.

Stmr Johan Poulsen, Merriam, 60 hours from Columbia river.

Stmr Brookiyn, Jacobs, 56 hours from San Pedro.

Stmr George W. Elder, Jessen, 36 hours from San Pedro.

Stmr Grace Dollar, Johnson, 85 hours from Grays Harbor.

Stmr Enterprise, Youngren, 11 days from Hilo, with tug Eleu in tow.

Stmr Coquille River, Sandberg, 20 hours from Fort Bragg.

Stmr Whittier, Salvposen, 22 hours from Port Harford.

Stmr Signal, Sears, 52 hours from San Pedro.

Stmr Fulton, Larsen, 65 hours from San Pedro.

Stmr Eureka, Noren, 23 hours from Eureka.

Stmr Argo, Hansen, 22 hours from Eel river.

Stmr Maverick, McKellar, 2½ days from Astoria, with barge Ninety-one in tow. Up river direct.

Barge Ninety-one, Stannard, 2½ days from Astoria, in tow of Stmr Maverick. Up river direct.

Schr Albert Meyer, Johnsen, 12 days from Bellingham.

Tug Eleu, Peterson, 11 days from Hilo, in tow of stmr Enterprise.

Tug Dauntless, Darah, 40 hours from San Diego.

CLEARED

Saturday, July 6.

Stmr City of Topeka, Hannah, Eureka; Pacific Coast steamship company.

Stmr City of Puebla, Jepsen, San Diego; Pacific Coast steamship company.

Stmr Curacao, Paulsen, Guaymas; Pacific Coast steamship company.

Stmr Buckman, Wood, Seattle; Alaska Pacific steamship company.

Bark Annie Johnson, Nilson, Hilo; J. D. Spreckels & Bros. Co.

Bark George Curtis, Herbert, Honolulu; Welch & Co.

SAILED

Saturday, July 6.

Stmr George W. Elder, Jessen, Astoria, etc.

Stmr Buckman, Wood, Seattle.

Stmr Aurelia, Bowdish, Astoria.

Stmr Newburg, Norberg, San Pedro.

Stmr San Gabriel, Green, Umpqua river.

Stmr Point Arena, Fagerstrom, Mendocino.

Stmr Signal, Sears, Eureka.

Stmr North Fork, Nelson, Eureka.

Stmr Centralia, Ericsson, Grays Harbor.

Stmr F. A. Kilburn, McLellan, San Pedro.

Stmr City of Para, Urry, Ancon and way ports.

Stmr Pomo, Kalnin, Albion.

Stmr Novo, Lee, Fort Bragg.

Stmr Pasadena, Kalnin, Albion.

Stmr Brooklyn, Jacobs, Mendocino.

Stmr Ravalli, Nelson, Eureka.

Stmr James S. Higgins, Eliasen, Fort Bragg.

Br stmr Appalachee, Nicolls, Hankow.

Br ship Pythomene, Spivey, Genoa.

Schr C. Thp. Lee, Hill, Eriksen, Bandon.

Schr W. F. Jewett, Abrahamson, Grays Harbor.

Schr Lily, Gunderson, Umpqua river.

Barge Three, Kirkwood, Port Harford, in tow of tug Sea King.

Power schr Monterey, Bash, Bandon.

SPOKEN

June 3, lat 41 29 N, long 36 07 W—Ger ship Neckar, from Port Gamble, for Leith.

June 24, lat 49 N, long 5 W—Fr ship Ville de Mulhouse, from Cherbourg, for San Francisco.

TELEGRAPHIC

POINT LOBOS, July 6, 10 p. m.—Weather hazy, wind northwest; velocity 12 miles per hour.

DOMESTIC PORTS

COOS BAY—Arrived July 6—Stmr M. F. Plant, hence July 4.

Sailed July 6—Stmr Alliance, for Astoria.

EUREKA—Arrived July 6—Stmr Pomona, hence July 5; stmr Roanoke, from Astoria; stmr Tallac, from Bellingham.

Sailed July 6—Schr Bertha Dolbeer, for San Diego.

Sailed July 6—Stmr San Pedro, for San Francisco; stmr Tallac, for San Francisco; stmr Vanguard, for San Francisco.

TATOOSH—Passed in July 6—Schr C. S. Holmes, from San Pedro, for Winslow.

Passed out July 6—Br bark Matterhorn, from Seattle, for South Africa.

HOQUIAM—Arrived July 5—Schr G. W. Watson, hence June 20; schr Zampa, hence June 19; schr Ludlow, from San Pedro; stmr Northland, hence July 2; stmr Fair Oaks, hence July 2.

SEATTLE—Sailed July 6—Stmr Dolphin, for Skagway.

Arrived July 5—Stmr Pennsylvania, from St. Michael.

Sailed July 6—Stmr Watson, for San Francisco.

PORT LOS ANGELES—Sailed July 6—Stmr Quinault, for San Francisco.

BANDON—Arrived July 6—Stmr Elizabeth, hence July 3.

ASTORIA—Sailed July 6—Bktn Gardiner City, for San Francisco; stmr Redondo, for Seattle.

Sailed July 5—Schr Sebome, for Redondo.

ABERDEEN—Arrived July 5—Stmr Fair Oaks, hence July 2.

SAN PEDRO—Arrived July 6—Stmr Helen P. Drew, from Port Harford; schr Eric, hence July 3.

Sailed July 6—Stmr Hanalie, for San Francisco; stmr Raymond, for San Francisco.

VENTURA—Arrived July 6—Stmr Samoa, hence July 4.

Sailed July 6—Stmr Samoa, for San Francisco.

PORT GAMBLE—Arrived July 6—Bark Charmer, from Port Townsend.

TACOMA—Arrived July 4—Schr Roderick Dhu, in tow of tug Sea Rover.

Arrived July 5—Schr Oceania Vance, from San Pedro.

ISLAND PORTS

HILO—Arrived July 6—Schr Borealis, from Grays Harbor.

MAHUKONA—Sailed July 5—Schr Metha Nelson, for Eureka.

FOREIGN PORTS

VICTORIA—Arrived July 6—Br stmr Duneric, from St. Michael.

Arrived July 6—Br stmr Duneric, from St. Michael; stmr Indiana, from Nanaimo.

NANAIMO—Arrived July 6—Stmr Indiana, from St. Michael.

COLON—Arrived July 4—Stmr Advance, from New York.

SHANGHAI—Sailed June 22—U S stmr Logan, from Manila, for San Francisco.

VALPARAISO—Sailed June 21—Ger stmr Denderah, for San Francisco.

YOKOHAMA—Sailed June 26—Jap stmr Tango Maru, for Victoria.

Sailed July 6—Stmr China, for San Francisco.

Arrived July 6—Br stmr Persia, hence June 18.

IPSWICH—Sailed July 4—Swedish ship Clan Macfarlane, for Newcastle, Eng., and San Francisco.

MADEIRA—Sailed June 16—Br stmr Comeric, for San Francisco.

MOLLENDO—Sailed June 8—Br stmr Red Hill, for Newcastle, N. S. W., Port Los Angeles and San Francisco.

SAMARANG—Sailed July 5—Br stmr Queen Alexandria, for Vancouver.

GUAYMAS—Arrived June 28—Schr Eva, from Eureka.

OCEAN STEAMERS

NEW YORK—Arrived July 6—Stmr Kaiserin Auguste Victoria, from Hamburg; stmr Campania, from Liverpool; stmr Maine, from Bremen; stmr St. Louis, from Southampton.

Sailed July 6—Stmr New York, for Southampton; stmr Vaderland, for Antwerp; stmr Prisbynia, for Hamburg.

HONGKONG—Arrived previous to July 6—Stmr Athenian, from Vancouver, via Yokohama.

Sailed July 6—Stmr Empress of China, for Vancouver, via Shanghai.

CHERBOURG—Sailed July 3—Stmr Amerika, for New York; stmr Philadelphia, for New York.

DOVER—Sailed July 6—Stmr Zeeland, for New York.

SHANGHAI—Arrived June 29—Stmr Titania, from Tacoma and Seattle, via Mororan.

Arrived July 4—Stmr Hyndford, from Portland, Ore., via Moji.

CORRAL—Arrived July 2—Stmr Setos, from Hamburg, Genoa, etc., via Punta Arenas, for San Francisco.

ROTTERDAM—Arrived July 6—Stmr Potsdam, from New York.

Sailed July 6—Stmr Ryndam, for New York.

HAVRE—Sailed July 6—Stmr La Bretagne, for New York.

PLYMOUTH—Arrived July 6—Stmr St. Paul, from New York, for Cherbourg and Southampton, and proceeded.

LIVERPOOL—Arrived July 6—Stmr Celtic, from New York; stmr Lucania, from New York, via Queenstown.

Memoranda

Per stmr Fair Oaks, at Aberdeen, July 5—Reports steamer Francis H. Leggett off Coos bay, with log raft in tow, from Portland, for San Francisco.

Per stmr Enterprise, at San Francisco, July 6, from Hilo—Three days after leaving Hilo had strong NW gale and heavy sea, which made it impossible to make any headway on account of having tug Eleu in tow. Had to heave to, as tug was awash all the time.

Schr Oregon dragged its anchor and drifted from Black point to Powell street in flood tide and strong westerly wind.

Stmr Newburg, Normberg, San Pedro.

TOULON, France, July 6—Fr battleship was sunk in slip last night to prevent explosion, fire having broken out near powder magazine.

COAST SHIPPING NEWS

Items of Interest to Mariners of the Pacific

SAN PEDRO, July 6.—It was reported here today that the Crescent wharf and warehouse company would soon operate another steamship between San Francisco, San Pedro and way ports to be run in connection with the steamships Hanalei and the F. A. Kilburn, recently purchased and placed in commission on the San Pedro-San Francisco run.

It is also said that the Merchants' independent steamship company has purchased the steamship Breakwater, now at San Francisco, and that as soon as the boat is repaired and alterations completed, it will be sent to San Pedro.

The steam schooner Helen P. Drew, Captain Gunderson, arrived this morning, 60 hours from Greenwood, with 185,000 feet of lumber consigned to the Southern California lumber company, and 90,000 feet for the Blinn lumber company.

The schooner Eric, Captain Wick, arrived this morning out three days from San Francisco, bringing 900 piles and a large cargo of laths consigned to the Atlantic and Gulf and Pacific dredging company. The cargo was loaded at Tacoma.

The steam schooner Phoenix, Captain Hendrickson, from Bowens landing, is discharging a cargo of lumber for the San Pedro lumber company.

The Merchants' independent steamship company's steamship Hanalei, Captain Ravens, cleared tonight for San Francisco and way ports with a large freight and passenger list.

The steam schooner Raymond and the steam schooner Daisy Freeman finished discharging lumber cargoes and cleared today to reload, the former for Willapa harbor and the latter for Portland. Both steamers took freight and passengers for San Francisco.

The steam schooner Charles Nelson is due to arrive tomorrow from Tacoma via San Francisco with a cargo of lumber consigned to various wholesalers at this port.

The passenger and freight steamship Coos Bay, Captain Zeh, will arrive here Monday from San Francisco and way ports with cargo consigned to the Pacific Coast steamship company.

The steam schooner Tamplico, Captain Haley, should complete the discharge of a lumber cargo tonight and be ready to clear tomorrow for Port Hadlock, via San Francisco to reload.

The steam schooner Nome City, Captain Hansen, completed the discharging of a part cargo of lumber at this port and cleared this afternoon for Redondo. The Nome City will return to this port Monday.

Byron B. Halstead has been appointed captain of the San Pedro-Long Beach excursion steamer Fashion, and W. H. Hiller, local agent for the Nelson navigation company.

PORTLAND, July 6.—The British bark Zinita is preparing to sail for Newcastle, Australia, in ballast. The vessel needs a crew, as most of its men deserted shortly after arriving here two months ago.

The steamer Redondo sailed for Seattle last night with 300 tons of general merchandise.

The British bark Jordan Hill sailed for Callao, Peru, with a cargo of lumber.

The schooner Letitia is still aground on Fisher's island, Columbia river.

ASTORIA, July 6.—The four masted schooner Sehome sailed today with a cargo of lumber for Redondo. The barkentine Gardiner City left today with a lumber cargo for San Francisco. The steamer Redondo sailed for Seattle and way ports with 300 tons of freight, most of which is to be transferred at Seattle to the Schwabacker Bros. line to Alaska ports.

The Redondo is to run regularly between this port and Puget sound with freight for Alaska, and returning will bring back cargoes of coal. The schooner Letitia, which was run ashore on Elizabeth island by the river tug Harvest Queen in a dense fog, was successfully pulled off today by the river tug Oklahoma, taken to Rainier and upon examination was found to be uninjured. The German bark Tellus cleared at the customs house today for Sydney, Australia, with a cargo of 1,222,932 feet of lumber, loaded at Knappton.

Weather Report

United States Department of Agriculture—Weather Bureau. San Francisco, July 6, 1907.

RAINFALL DATA

Stations—	Past 24 hours.	Seasonal to date.	Normal.
Eureka	0.00	0.00	0.00
Red Bluff	0.00	0.00	0.00
Sacramento	0.00	0.00	0.00
San Francisco	0.00	0.00	0.00
San Jose	0.00	0.00	0.00
Fresno	0.00	0.00	0.00
San Luis Obispo	0.00	0.00	0.01
Los Angeles	0.00	0.00	0.00
San Diego	0.00	0.00	0.00

STATIONS.	Barometer.	Max. Temp	Min. Temp	Wind	Weather	Precipitation
Baker	29.96	76	50	NW	Clear	.00
Boise	29.86	84	54	N	Clear	.00
Eureka	30.06	60	54	NW	Cloudy	.00
Flagstaff	29.68	88	48	SW	Clear	.00
Fresno	29.78	100	64	NW	Clear	.00
Independence	29.80	94	66	W	Clear	.00
Kalispell	29.90	76	40	W	Pt.Cldy	.00
Los Angeles	29.76	86	64	SW	Clear	.00
Modena	29.70	92	54	W	Clear	.00
Mt. Tamalpais	29.97	76	66	NW	Clear	.00
North Head	30.10	60	56	NW	Clear	.00
Phoenix	29.54	108	82	SW	Clear	.00
Pt.Reyes Light	29.64	58	50	N	Cloudy	.00
Portland	30.00	80	56	NW	Clear	.00
Red Bluff	29.78	82	66	SE	Clear	.00
Reno	29.88	84	46	SW	Pt.Cldy	.00
Roseburg	29.96	86	48	N	Clear	.00
Sacramento	29.86	86	60	S	Cloudy	.00
Salt Lake	29.82	86	62	NE	Clear	.00
San Diego	29.80	72	62	SW	Cloudy	.00
San Francisco	29.96	64	50	W	Clear	.00
San Jose	29.96	82	48	NW	Clear	.00
S. L. Obispo	29.88	94	62	N	Clear	.00
S. E. Farallon	29.99	56	52	NE	Clear	.00
Seattle	30.08	74	50	NW	Clear	.00
Spokane	29.94	80	48	W	Pt.Cldy	.00
Tatoosh	30.12	62	..	W	Clear	.00
Tonopah	29.82	86	60	W	Clear	.00
Winnemucca	29.86	88	46	W	Cloudy	.00
Yuma	29.58	104	82	SW	Clear	.00

SYNOPSIS

The pressure has fallen rapidly over the greater portion of the Pacific slope and conditions are such that light thunder storms may occur Sunday afternoon in the Sierra and in Nevada. Cooler weather prevails at all points in California. Fog is reported along the northern coast.

FORECAST

San Francisco and vicinity—Fair Sunday, with fog in the morning; brisk west wind.

Santa Clara valley—Cloudy; cooler Sunday; fresh north wind.

Sacramento valley—Cloudy; cooler Sunday; fresh south wind.

San Joaquin valley—Fair Sunday; not so warm; fresh north wind.

Los Angeles and vicinity—Cloudy Sunday; fresh south wind.

A. G. McADIE, District Forecaster.

Movements of Steamers

TO ARRIVE

From	Steamer	Due
Grays Harbor	Santa Monica	July 7
New York, via Ancon	Newport	July 7
Seattle via Eureka	Tallac	July 7
Oyster Harbor	Tordenskjold	July 7
Humboldt	Vanguard	July 7
China & Japan	America Maru	July 7
Bellingham	Rainier	July 7
Portland & Astoria	Columbia	July 7
Mendocino & Pt. Arena	Sea Foam	July 7
San Pedro & Way Ports	Bonita	July 7
Humboldt	Pomona	July 8
Portland & Way Ports	Roanoke	July 8
San Diego & Way Ports	State of Cal	July 8
San Pedro	Hanalei	July 8
Salina Cruz	Mexican	July 8
San Pedro	Phoenix	July 8
Seattle	Meteor	July 9
Coos Bay	M. F. Plant	July 9
San Pedro	Nome City	July 9
Honolulu	Alameda	July 9
Seattle & Tacoma	Watson	July 9
Puget Sound Ports	President	July 10
Grays Harbor	Norwood	July 10
Humboldt	City of Topeka	July 10
Coquille River	Elizabeth	July 10
Gray's Harbor	G. C. Lindauer	July 11
Willapa Harbor	J. B. Stetson	July 11
Port Los Angeles	Newburg	July 11
San Diego & Way Ports	City of Puebla	July 11
Point Arena & Albion	Pomo	July 11
San Pedro	F. A. Kilburn	July 11
Humboldt	Eureka	July 11
Eel River Ports	Argo	July 12
San Pedro & Way Ports	Coos Bay	July 12
Portland & Astoria	Costa Rica	July 12
San Pedro	Roanoke	July 13

TO SAIL

Destination	Steamer	Sails	Pier
July 7—			
Grays Harbor	Centralia	3 pm	10
Humboldt	Ravalli	10 am	2
Humboldt	North Fork	5 pm	20
Los Angeles Ports	F. Kilburn	4 pm	10
Humboldt	City Topeka	10.30a	9
Mexican Ports	Curacao	10 am	17
San Diego & Way Ports	City Puebla	10 am	11
July 8—			
Willapa Harbor	D. Mitchell	.....	.....
Bellingham	Coronado	3 pm	10
Humboldt	Eureka	9 am	13
Puget Sound Ports	Santa Rosa	3 pm	9
Los Angeles Ports	Roanoke	5 pm	13
Eel River Ports	Argo	9 am	10
July 9—			
Grays Harbor	Acme	4 pm	2
Astoria & Portland	Casco	2 pm	2
Astoria & Portland	Nome City	5 pm	16
Grays Harbor	S. Monica	.....	2
China & Japan	Korea	1 pm	42
July 10—			
Seattle direct	S. Barbara	4 pm	2
Point Arena	Sea Foam	4 pm	2
Los Angeles Ports	Hanalei	4 pm	10
Astoria & Portland	Columbia	11 am	24
San Pedro & Way Ports	Bonita	9 am	11
Humboldt	Pomona	10.30a	9
July 11—			
Grays Harbor	Newburg	3 pm	10
Los Angeles Ports	J. B. Stesbn	.....	.....
Humboldt	Vanguard	5 pm	2
San Diego & Way Ports	State of Cal	10 am	11
Coos Bay	M. F. Plant	4 pm	8
July 13—			
Portland & Way Ports	Roanoke	2 pm	13
Honolulu	Alameda	11 am	7
Hilo	Enterprise	2 pm	10
Puget Sound Ports	President	11 am	9
Seattle & Tacoma	Watson	1.30p	20
Los Angeles Ports	F. Kilburn	5 pm	10
Point Arena & Albion	Pomo	6 pm	2
July 14—			
Grays Harbor	G. Lindauer	1 pm	2 St

TO SAIL FROM SEATTLE

Destination	Steamer	Date
Valdez & Seward	Santa Clara	July 8
Nome & St. Michael	Olympia	July 8
Skagway & Way Ports	City of Seattle	July 8
Nome & St. Michael	Pennsylvania	July 9
Nome & St. Michael	Lyra	July 10
Valdez & Seward	Portland	July 10
Skagway & Way Ports	Spokane	July 12
Nome & St. Michael	Pleiades	July 15
Skagway & Way Ports	Santa Rosa	July 16
Nome	Umatilla	July 17
Nome & St. Michael	Victoria	July 20
Nome & St. Michael	Edith	July 21

Time Ball

United States Branch Hydrographic Office, Merchants' Exchange, San Francisco, Cal., July 6, 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.

Sun and Tide

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

SUNDAY, JULY 7

Sun rises .....4:53 Sun sets 7:35

J'ly	Time L W	Ft	Time H W	Ft	Time L W	Ft	Time H W	Ft
7..	3:45	0.0	10:40	4.4	2:54	3.0	9:14	5.6
8..	4:24	—0.3	11:32	4.5	3:40	3.3	9:48	5.5
9..	5:00	—0.5	12:18	4.6	4:20	3.3	10:20	5.6
10..	5:32	—0.6	1:00	4.7	5:03	3.4	10:54	5.4
11..	6:04	—0.5	1:40	4.8	5:45	3.5	11:28	5.2
12..	6:35	—0.4	2:15	4.8	6:26	3.4	.....	.....

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.

RAILROAD WILL OBEY LAW

BOSTON, July 6.—In reply to an inquiry made by a morning newspaper as to what developments might be expected in the recently proposed merger of the Boston and Maine and New York, New Haven and Hartford railroads, now that the legislature had restrained the project, President Mellen of the New Haven road telegraphed: "The New Haven railroad will obey the law."

COUNTRY'S LEADING MEN INVITED TO CONFERENCE

Notables Asked to Attend Industrial Peace Convention in City

TO HEAR BOTH SIDES

Capital and Labor to Come Together to Discuss Their Strifes

Invitations were sent out yesterday to distinguished citizens of the United States to attend the industrial peace conference which will be held in this city on July 23, 24 and 25. President Roosevelt, former President Cleveland, President W. D. Mahon of the international carmen's union and scores of other leaders in the life of the nation have been asked to participate.

The invitations were sent early in order to allow time for replies before the convention. Those to San Francisco citizens will be sent later. The proportion of labor's representatives will be sufficiently large to guarantee to unionism a fair and adequate hearing.

The peace conference was decided upon several weeks ago by the conciliation committee, which embraced delegates from the civic league, organized labor and the church federation. Subsequently the union delegates withdrew from the committee and the civic league assumed the task of arranging for the conference.

President Wheeler of the University of California, who is a director in the national civic federation, was east at the time and he obtained the authorization and encouragement of the national body, which will probably, as a result of the convention, establish a branch in this city. As the national body settled 2,200 strikes last year without noise or trouble, the fact that a branch may be formed here is a good sign for industrial peace in San Francisco.

PERMANENT PEACE IS AIM

"The primary purpose in holding the convention," said Secretary B. L. Cadwalader of the civic league yesterday, "is to discuss permanent methods of arranging conciliation so that all industrial strifes may be settled before the public is made to suffer. The fight between labor and capital hits the general public harder than either parties to the dispute and it is for the public that we are working."

The special committee from the civic league, consisting of A. W. Scott Jr., Dr. Julius Rosenstirn, Walter MacArthur, B. L. Cadwalader and Isador Jacobs, sent out the following letter yesterday to the honorary guests:

An industrial peace conference will be held in San Francisco under the auspices of the civic league of San Francisco, beginning at 10 a. m. July 23 and continuing as may be decided by such conference during July 23, 24 and 25. The conference will be held at Christian Science hall.

In this conference there will be brought together many of our leading business men, publicists and labor leaders for the purpose of discussing the relations between capital and labor, with a view to bringing about permanent industrial peace in this city and state. It is expected that splendid results will come from such a conference, and it is also expected that the conference will organize a branch of the national civic federation, which has exerted so great an influence in promoting stability in industrial affairs throughout the eastern states. Benjamin Ide Wheeler, president of the University of California and a vice president of the national civic federation, is authorized to organize a California branch.

You are hereby invited to attend this conference. Should you be unable to do so we would appreciate an expression of your views in reference to the subject matter to come before the conference, as stated above, to which kindly give your early consideration, as time to receive a reply is limited. We are inclosing stamped envelope for your reply. Thanking you in advance for the same we remain, yours very truly,

THE CIVIC LEAGUE OF SAN FRANCISCO.
By B. L. CADWALADER, Secretary.

LIST OF HONORARY DELEGATES

The complete list of honorary delegates to whom was sent the foregoing invitation follows:

Theodore Roosevelt, Grover Cleveland, Oscar S. Straus, secretary of the department of commerce and labor; James E. Garfield, secretary of the interior; Victor H. Metcalf, secretary of the navy; Isidor Straus, Nathan Straus, Bishop Henry C. Potter, Archbishop John Ireland, Andrew Carnegie, Cornelius N. Bliss, Charles W. Eliot, president Harvard university; Charles J. Bonaparte, attorney general; David R. Francis, president of the St. Louis exposition; James Speyer of Speyer & Co.; V. Everit Macy; Ralph M. Easley, chairman executive committee national civic federation; Henry Phipps, director United States steel corporation; August Belmont, president Interurban rapid transit company; W. A. Clarke, president United Verde copper company; Clarence H. Mackay, president Postal telegraph cable company; Lucius Tuttle, president Boston and Maine railway; Frederick D. Underwood, president Erie railroad company; Frederick P. Fish, president American telegraph and telephone company; Charles H. Taylor Jr., American newspaper publishers' association; Dan R. Hanna of M. A. Hanna & Co.; Marcus M. Marks, president National Association of Clothing Manufacturers; Otto M. Eidlitz, chairman board of governors Building Trades employers' association; Isaac N. Seligman, treasurer National civic federation; Seth Low, former mayor of New York city; Francis L. Robbins, president Pittsburg coal company; Nicholas Murray Butler, president Columbia university; Franklin McVeagh of Franklin McVeagh & Co.; Melville E. Ingalls, chairman directors of the Big Four railroad; Charles A. Moore, chairman welfare department National civic federation; John Mitchell, president united mine workers of America; Samuel Gompers, president American federation of labor; William D. Mahon; J. Timothy, president international brotherhood of stationary firemen; William J. Bowen, president bricklayers' and masons' international union; J. J. Hanrahan, grand master brotherhood of locomotive firemen; James O'Connell, president international association of machinists; John F. Tobin, general president of boot and shoe workers' union; Joseph F. Valentine, president iron molders' union of America; James M. Lynch, president international typographical union; James McNulty, president international brotherhood of electrical workers; Dennis A. Hayes, president glass bottle blowers' association of America; William Huber, president united brotherhood of carpenters and joiners; James Duncan, general secretary of granite cutters' national union; Daniel J. Keefe, president international longshoremen, marine and transport workers' association; Warren S. Stone, grand chief international brotherhood of locomotive engineers; P. H. Morrissey, grand master brotherhood of railway trainmen; Rev. Mary G. Baker Eddy, founder international peace society; Mrs. Potter Palmer; Franklin K. Lane, interstate commerce commissioner; Dr. Felix adler, Lincoln Steffens, Senator George C. Perkins, Senator Flint, Governor James N. Gillett.

LABOR WELL REPRESENTED

It is intended by the committee of arrangements to include in the list of delegates every association, civic, religious, industrial and commercial in San Francisco. The labor unions will be represented by a large delegation from each of the central organizations—the building trades council, labor council, water front federation and iron trades council.

Following is a complete list of the organizations to which invitations will be sent:

Chamber of commerce, California promotion committee, merchants' association, merchants' exchange, San Francisco board of trade, state board of trade, California club, city front federation, iron trades council, San Francisco stock and bond exchange, church federation, builders' exchange, builders' association, San Francisco real estate board, Commonwealth club, manufacturers' and producers' association, San Francisco press club, University of California, Stanford university, state federation of labor, San Francisco labor council, building trades council improvement and adornment association of San Francisco, state board of harbor commissioners, state labor commissioner, California canners' state league, metal trades association, Potrero commercial and manufacturers' association, Mission promotion association.

Uncle Sam Needs 15,000 Men for Crews of Warships

Japan Is Believed to Have More Naval Seamen Than the United States

By Ira E. Bennett

WASHINGTON, July 6.—The Army and Navy Register takes The Call to task for commenting upon the difficulty in obtaining naval recruits and for asserting that the numerous desertions are caused by unhappiness on shipboard and the realization that the opportunities are not what they are pictured to be by the recruiting officers. The Register declares this comment to be "perniciously misleading," and intimates that The Call is bound to keep silent as to naval shortcomings, seeing that it is published "in San Francsico, which is benefited by the navy and where is located one of the principal navy yards of the government."

The editor of The Call will doubtless reply in his own way, if he sees fit to do so, to the remarks of the Army and Navy Register. He may ask the Register why a journal supported by the service should frequently go out of its way to cast discredit upon the Mare island navy yard, which it now declares to be "one of the principal navy yards of the government." He may ask, also, whether the Register itself follows the rule which it asks The Call to follow—that is, to suppress the truth about the navy, if it happens to be disagreeable.

The truth is that the navy department is up against a serious problem in the matter of recruiting good men. It is also true that the pressure from the department upon recruiting officers has been so strong that these officers have drawn upon their imaginations in picturing the delights of life on a man of war and the dazzling opportunities for advancement that are placed in the way of every bluejacket. Yet, in spite of this disingenuous policy, the navy finds itself seriously handicapped, and as a result of the misleading statements made it is unquestionably true that desertions are more numerous now than for many years past.

JAPAN HAS ONE ADVANTAGE

The talk of war between the United States and Japan has led to comparisons between the navies of the two powers. Every comparison thus far printed has been of ships and not of men. In ships the United States is st