HORSE OWNERS EMBARK IN SELLING RACE WAR

De Arman Acquires Lord of the Forest and McCafferty Loses One

By J. R. Jeffery

SEATTLE, July 18.—In spite of a considerable fall of rain during the night the track at The Meadows remained fast today. This proved the undoing of many students of form, who were deceived by the appearance of the course. Two well backed favorites were among the winners, and all of the choices were fighting for the money at the wire with the exception of Gossiper, which mare had none of the speed that had won many a race for her. She was accorded heavy stable support, and her defeat was costly for Ben Levy, in whose colors she is running under lease. Lord of the Forest, one of the horses on which Jockey Borel had made a poor showing, won with ease in fast time with Jockey Gross up.

A selling race war broke out today. E. C. Blum bid up Fastoso $300, but failed to procure him. U. Z. de Arman ran up Lord of the Forest from $600 to $1,400, and Owner Gabriel let the horse go, but claimed Nonie Lucille from C. C. McCafferty for $925. Harry Mack and D. S. Fountain also had claims in for Nonie Lucille, and under the new ruling of the Pacific Jockey club, the disposition of the mare was decided by lot.

Several book makers arrived from Butte today and reported the game there to be unsatisfactory. The number of books, they said, had been reduced from nine to four as a result of the slim attendance and light play. They averred that much dissatisfaction existed among the horsemen over the programming of the races.

College Widow, 118 pounds, is top weight in the Woodland stakes, the feature of Saturday's card.

Seattle Selections

By J. R. Jeffery

First race—Bakersfield, Rustic Lady, Bessie Welfly.

Second race—Charles Green, Dr. Rowell, Lovey Mary.

Third race—Crigli, Maud Muller, Bessie Vasey.

Fourth race—Linda Rose, Rudabek, Senator Warner.

Fifth race—Pacifico, Duelist, Jingler.

Sixth race—Judge, Jack Adams, Lem Reed.

Entries at Seattle

First race—Six and a half furlongs, selling:

1252 Bakersfield	107	1269 Bessie Welfly	105
1252 Descartes	107	1212 Caroburn	105
1195 Lady Kent	105	1214 Pepper Pod	100
1269 Rustic Lady	105	1203 L. Wrouxeman	100
1275 Bonnet	105	.... Tramway	107

Second race—Six and a half furlongs, selling:

1240 Old Mike	107	1274 Katie Bell	105
1273 Chas. Green	107	1255 M. Daughter	105
1250 Black Cloud	107	1269 Lovey Mary	105
.... Royal Scot	107	1118 M. Antoinette	105
1261 Hattie Carr	105	1249 Dr. Rowell	102

Third race—Seven furlongs, selling:

1226 Storma	108	1261 Dangrous Girl	103
1177 Bessie Vasey	106	1197 Ramona II	103
1261 Maud Muller	105	(1170) Crigli	103
1241 Southern Lady	108	1275 Suavita	103

Fourth race—Seven furlongs, selling:

1255 Jackfull	111	1250 Metlakatla	104
1276 El Chihuahua	111	1251 Seven Bells	103
1262 Rudabek	111	1256 Runaum	98
1215 Gentle Harry	111	1251 Elota	98
1264 Col. Bronston	109	1165 Christmestide	98
1262 Linda Rose	109	1268 Sen. Warner	95

Fifth race—One and a sixteenth miles, selling:

1269 Duelist	109	1216 Prestolus	109
.... McG. Prince	109	1235 Ikki	107
1249 Pacifico	109	1252 Our Sallie	107
1252 Jingler	109	1270 Moor	104

Sixth race—One mile, selling:

1264 Judge	110	1253 Lem Reed	107
1259 Dewey	110	1276 Prestige	105
1272 Aventelius	110	1253 Sil. Wedding	105
1276 Jack Adams	107	1264 Foncasta	102
1272 Red Reynard	107	1272 Santa Ray	100

The Call's Form Chart of Races at Seattle

SEATTLE, July 18.—Seventeenth day. Weather cloudy. Track fast. H. H. Egbert, presiding judge; Arthur McKnight, starter.

1279 FIRST RACE—Six and a half furlongs; selling; maiden 3 year olds; value, $250.

Index.	Horse—	Wt	St.	Str.	Fin.	Jockey.	Op.	Cl.
1154	Tetanus	102	4	2½	1	Davis	3	7-2
1186	Arcourt	104	1	1 2	2 8	Rettig	6-5	6-5
1251	Bazzini	104	5	5 2	3 1	Gargan	6	8
788	Bisango	99	6	4 1	4 3	Mentry	12	15
1268	Lucky Lad	106	3	6 1	5 2	Gross	20	30
(1219)	Weatherford	108	2	2 2	6 2	Alarie	12	20
1244	Anopus	106	8	7 5	7 1	Palms	8	10
958	Gold Ledge	97	7	8	8	Holcomb	50	40

Time—:24, :48¾, 1:14½, 1:21¾. Tetanus, 1 place; 2-5 show. Arcourt, 1-2 place; 3-10 show. Bazzini, 4-5 show. Start good. Won first four driving. Arcourt led to the stretch, where he stopped as if short, and Tetanus outgamed him. The others were of little account.

1280 SECOND RACE—Five and a half furlongs; selling; 4 year olds and upward; value $250.

Index.	Horse—	Wt	St.	Str.	Fin.	Jockey.	Op.	Cl.
1262	Bologna	107	1	1 1	1 2	T. Sullivan	2	2
(1274)	Water Thrush	107	8	6 h	2 1	Palms	3	3
1206	Hirtle	107	2	2 1	3 3	Riddle	30	30
1274	David Boland	109	9	4 1	4 h	Ryan	4	9-2
1160	Ambitious	107	7	7 h	5 1	Howard	12	20
1274	Hersain	107	6	8 4	6 h	Mentry	10	12
(1158)	Mischief	109	4	3 1	7 h	Wilson	10	7
871	Jack Little	109	3	9	8 4	Leeds	30	40
1214	Rubiana	107	5	5 1	9	Hayes	30	40

Time—:23¾, :48¾, 1:07. Bologna, 4-5 place; 2-5 show. Thrush, 4-5 place; 2-5 show. Hirtle, 5 show. Start good. Won easily. Second handily. Third stopping. Bologna outran her field all the way. Hirtle showed a nice turn of speed, but stopped nearing the finish. Water Thrush and David Boland finished well.

1281 THIRD RACE—One mile; selling; 3 year olds; value $250.

Index.	Horse—	Wt	St.	Str.	Fin.	Jockey.	Op.	Cl.
1256	Irish Mail	104	6	2 2	1 h	Manders	8	8
1256	Peligroso	107	4	5 3	2 2	Gross	2	2
1244	Taos	104	5	4 h	3 1	Gargan	5-2	3
1232	Red Ball	107	1	3 h	4 1	W. Kelly	5-2	18-5
1256	Royal Ascot	104	3	1 h	5 1	Mentry	6	10
1256	Rosal	102	8	7	6 2	Runham	25	60
1251	Doc Craig	104	7	6 1	7	A. Wright	8	20
1244	Coco	97	2	Pulled up		Lenderwig	50	100

Time—:25¼, :50¼, 1:15, 1:42¼. Mail, 5-2 place; 6-5 show. Peligroso, 4-5 place; 2-5 show. Taos, 1-2 show. Start good. Won first four driving. Irish Mail was waited with for five furlongs, then took the lead and stalled off Peligroso's rush. Taos moved up with Peligroso, but met with interference in the last furlongs.

1282 FOURTH RACE—One mile and 100 yards; selling; 3 year olds and upward; value, $250.

Index.	Horse—	Wt	St.	Str.	Fin.	Jockey.	Op.	Cl.
1270	Fastoso	107	3	1 ½	1 4	Palms	3	7-2
1250	Redmont	107	4	2 ½	2 2	Clark	7	5
1278	Isabelita	100	7	3 1	3 2	Mentry	8	10
1270	Leash	105	2	4 2	4 h	W. Kelly	8	7
1249	Pacifico	107	5	5 4	5 3	Gross	15	15
1252	Jingler	107	8	8 3	6 1	Riley	20	40
1270	Tarrigan	107	11	6 h	7 ½	Gargan	8	10
1223	Invictus	107	6	7 4	8 1	Manders	10	8
1270	Bonar	107	9	11 4	9 4	Archibald	10	20
1223	Hippocrates	102	1	9 1	10 4	Jackson	10	15
968	Lucrece	105	12	10 1	11 3	McClain	8	15
1177	Bessie Vasey	108	10	12	12	Hunter	15	10

Time—:24¼, :49¼, 1:15½, 1:41½, 1:47½. Fastoso, 8-5 place; 4-5 show. Redmont, 2 place; 4-5 show. Isabelita, 2 show. Start good. Won easily. Next three driving. Winner bid up from $200 to $500 by E. C. Blum; retained. Fastoso took the lead at will and galloped in. Isabelita made an early move and stopped. Redmont was game. Leash ran well.

1283 FIFTH RACE—Six furlongs; selling; 4 year olds and upward; value $325.

Index.	Horse—	Wt	St.	Str.	Fin.	Jockey.	Op.	Cl.
1242	Lord of the Forest	109	1	3 4	1 5	Gross	11-2	5
1245	Aunt Polly	107	3	2 h	2 1	Ryan	5	6
1169	Nonie Lucille	108	5	4 2	3 4	Hunter	12-5	11-5
(1271)	Titus II	104	2	1 1	4 h	Mentry	3	9-2
1255	Salable	109	6	5 1	5 3	Palms	12	10
1163	Tavora	107	4	7	6 1	A. Wright	3	7
1266	Revolt	107	7	6 1	7	Manders	10	15

Time—:24, :48, 1:12¾. Forest, 2 place; 4-5 show. Polly, 2 place; 1 show. Lucille, 1-2 show. Start good. Won pulled up. Next two driving. Winner bid up from $600 to $1,400 by U. Z. de Arman and sold. Lord of the Forest lay off the pace for half a mile, then breezed in. Polly ran Titus II down. Nonie Lucille finished well.

1284 SIXTH RACE—Five furlongs; purse; 3 year olds and upward; value $325.

Index.	Horse—	Wt	St.	Str.	Fin.	Jockey.	Op.	Cl.
1271	Hereafter	96	1	1 2	1 2	Davis	7-2	3
1266	Grace G	96	3	2 4	2 6	Buxton	3	3
1271	Common Sue	91	6	3 3	3 2	Ryan	6	10
1041	Gossiper	105	4	4 2	4 h	J. Clark	3	5-2
1263	Mechlin	91	7	7	5 1	G. Nichols	30	100
1263	Belle Kinney	105	2	6 1	6 12	A. Smith	5	5
415	Laura E	94	5	5 2	7	W. Kelly	12	30

Time—:23, :48, 1:00. Hereafter, 1 place; 3-5 show. Grace, 1 place; 1-2 show. Sue, 7-5 show. Start good. Won easily. Second easily. Third driving. Hereafter outbroke, outran and outlasted his field. Grace G hung in the final furlong, when she looked to have a chance. Gossiper showed scant speed. Laura E acted badly.

MANILA BANKER GIVEN SIX YEARS IN PRISON

Judgment in H. O. Mulford's Case Is Affirmed by Court of Appeal

MANILA, July 18.—H. O. Mulford, former cashier of the defunct American bank at Manila, was sentenced to imprisonment for eight years and ten months today on conviction of having falsified notes purporting to be part of the assets of the bank.

WASHINGTON, July 18.—The Mulford referred to in the Manila dispatch appears in the official records here to be H. O. Mulford, who went to Manila in 1898 as a major in the volunteer Nebraska regiment. After being mustered out he engaged in various enterprises, among others founding the American bank in Manila, of which he was manager. He was charged with embezzlement and gross mismanagement in making loans of the bank's funds to Chinese and irresponsible characters without sufficient security. His embezzlement was fixed at $40,000 and on December 17, 1905, he was sentenced to six years' imprisonment. He appealed from that sentence and it is understood that the action today was on the appeal. Meanwhile he has been conducting a newspaper in Manila.

PARASOL PENETRATES EYE

NAPA, July 18.—Mrs. Agnes L. Roseberry of Pope valley may lose her right eye as the result of an accident on the mountain grades. She was driving in a cart with her niece when the vehicle ran into a fallen tree. Both were thrown out. Mrs. Roseberry fell upon an open parasol she carried, the end entering her mouth and coming out near her eye.

REVENUE CUTTER TAKES TWO JAPANESE SHIPS

Both Vessels Are Equipped for Sealing in North Pacific

WASHINGTON, July 18.—The state department has been informed that the revenue cutter Manning has seized two Japanese fishing schooners, the Nitto Maru and the Kaimo, near the boat land within about a mile of Seal island of St. Paul. Both vessels were fully equipped for sealing and there was evidence that they had been plying their trade in the shape of fresh seliskins in the small boat.

The seized vessels were taken to Unalaska and left in charge of the United States marshal. The crews were taken aboard the Manning and conveyed to Ungi, in charge of a United States marshal, where they will be tried before a United States commissioner upon a charge of violating the sealing regulations.

The Japanese government has been notified by the state department, but as the case appears to be an ordinary one of poaching, it is not expected that any diplomatic incidents will result.

WIFE BEATEN WITH SHOE

Annie Elizabeth Erklers began suit yesterday for a divorce from William Erklers, whom she married in August, 1903. She alleged in her complaint that in February, 1906, Erklers beat her on the head and shoulders with the heel of a shoe.

Other divorce suits filed were Julia Lawson against Arthur L. Lawson, failure to provide; William J. Biddle against Sadie Florence Biddle, desertion; H. J. Berkeley against Linnie Berkeley, desertion.

SANTA CRUZ COUNTY MAY HAVE AUTO BOULEVARD

Commercial Bodies Unite for Betterment of the Roads

By R. R. l'Hommedieu

H. A. Van C. Torchiana, president of the Santa Cruz promotion committee, has written to R. P. Schwerin, president of the Automobile club of California, telling of a movement that has been started for the betterment of roads. Torchiana writes:

The commercial organizations of Santa Cruz county have formed a central committee composed of the Watsonville chamber of commerce, the San Lorenzo valley chamber of commerce, the Pajaro valley chamber of commerce and the Santa Cruz board of trade, for the purpose of promoting the interests of the county at large. One of its first works will be the inauguration of a movement for good roads.

Our idea is that a highway should be constructed from county line to county line, and in addition thereto we have entered into communication with the commercial associations of Monterey county for the purpose of arousing interest in a similar movement there, in order that a highway of first class construction may be built from the Santa Clara county line, through the Santa Cruz mountains, pass Santa Cruz, Watsonville and thence through Castroville and Monterey to Pacific Grove.

If every automobilist would frankly state his opinion about the very unfortunate condition of the average road in California and the great benefit which would be derived by the regions and valleys of Santa Cruz county and Monterey county if a first class highway were built we believe it would go far in arousing public opinion in favor of a bond issue for such road construction.

The Santa Cruz association has communicated with the Santa Clara county authorities for the purpose of having a road constructed on the Santa Clara side and has met with great encouragement.

The association also has sent a communication to the board of supervisors of Santa Cruz county in which it says:

It is the opinion of the committee that the first matter to be attended to is the permanent improvement of our main highways, said highways connecting the different cities in this county.

For this purpose the chairman of the committee, under a resolution unanimously passed, has appointed W. S. Rodgers of Boulder Creek, Dr. P. K. Waters of Watsonville and J. P. Twist of Santa Cruz as a subcommittee, whose duty it will be to inquire into the possibility of the construction of a main highway running from county line to county line, from the Big Basin park through Felton to Santa Cruz, with a road from Felton through Scotts valley to the Santa Clara county line, from Santa Cruz to Watsonville and from Watsonville to the San Benito county line and Monterey county line.

The idea of the committee is that a permanent highway should be constructed—a highway which would be a credit to the enterprise of the citizens of Santa Cruz county and its board of supervisors, and should be put into such a perfect condition that it would justly deserve the name of an automobile boulevard and attract a large travel to our county in winter as well as in summer.

If this boulevard be constructed, it will benefit not only the automobilists, but every one who has to use the highway.

The Linz-Sanborn automobile company has delivered 41 Maxwell cars within the last 12 days. Twenty-four cars are now on the way to this city.

MANY ACCIDENTS END IN INJURY TO WOMAN

Collision at Powell and Sutter Streets Attended by Probable Fatality

Accidents piling one upon the other would have made a comedy yesterday but for a probable fatality which attended them. A broken trolley pole, a runaway Sutter street car with no air for its brakes, a collision at Sutter and Powell streets, the subsequent running away of the Powell street car minus its gripman and with the grip attached to the cable, culminating in serious injury to an aged woman, Mrs. Ellen McDermott of 2510 Channing way, Berkeley. Injury to more people was averted by the derailment of the runaway cable car two blocks down the hill from its starting point.

The power on the Sutter street line was shut off for more than two hours yesterday afternoon while workmen repaired a trolley pole.

Car 1666 stood at the top of the incline above Powell street all this time, until the air in its reservoir had given out, allowing the car to roll back down the hill. The motorman was powerless to stop it, his air brakes being useless, and he immediately jumped. Car 502 of the Powell street cable line was crossing Sutter street just at the time the electric car was gaining good headway at that point, and the two cars came together with a crash.

The gripman on the cable car, in the excitement, failed to release his cable clutch, and the grip in the slot kept the car on the tracks. At this time the electric power was turned on and, the controller of the Sutter street car being open, the car backed away from the car it had struck. The latter on being released darted away down the hill, the clutch still holding to the cable and jammed down to the highest speed. Meanwhile the gripman had alighted to view the wreckage from the ground and Mrs. McDermott, who had been riding inside the cable car, had got as far as the steps on her way out. In jumping after the car had again started up, her clothing was caught on a jagged piece of the wrecked side of the car and she was dragged for almost a block.

The career of the runaway was brought to a stop by a workman in front of a building who threw a plank across the rails. Mrs. McDermott was the only passenger. She was picked up unconscious and carried to the receiving hospital, where she was treated for a broken arm, abrasions and bruises, shock and concussion of the brain. She is 70 years old and may not recover.

SUCCESSFUL OPERATION PERFORMED ON O. A. HALE

Well Known Businessman Undergoes Ordeal at Hahnemann Hospital Without Serious Effects

O. A. Hale, a member of the firm of Hale Brothers and one of the best known businessmen of the city, was operated on for appendicitis by Dr. James W. Ward at the Hahnemann hospital yesterday afternoon. The operation, though an unusually delicate one, owing to the weakened condition of the patient, proved successful, and last night it was announced that Hale was out of danger.

Hale was stricken several days ago, being forced to leave his desk, though he refused to give up until the last minute. Dr. Ward discovered that the disease had gained great headway, and for this reason Hale's friends had grave fears, but the successful operation removed all doubts. It is likely that Hale will be compelled to remain in the hospital for at least a month.

San Jose Reaches Port

The steamer San Jose, Captain Thompson, arrived late last night after a trip of 26 days from Ancon. The vessel brought 12 cabin and 25 steerage passengers.

Shipping News and Gossip of the Water Front

Lumbermen Appeal to Harbor Board for a New Schedule of Tolls

Representatives of the lumbermen's association appeared before the harbor commissioners yesterday at the regular meeting of the board to protest against the enforcement of the toll charge on lumber left on a wharf for more than 48 hours. In the past some of the lumbermen have been allowed to use the wharves as lumberyards. Wharf space is now more valuable than ever before and for the purpose of making the available space go as far as possible the rule limiting the time that any freight may remain on state property has been enforced for all shippers. After 48 hours freight so remaining will be warehoused at the expense of the owner. In the case of the lumbermen the commissioners feel that to permit certain firms to use state property for lumberyard purposes would inflict a hardship on their business competitors who maintain yards at their own expense.

The lumbermen have been the loudest protestants against the enforcement of this rule. In stating the lumbermen's case yesterday N. A. Harris, president of the association, said:

"We do not want to create the impression that we are antagonistic to this board."

President Stafford interrupted him with: "This board wants to go on record now as being antagonistic to nobody, but for the benefit of Mr. Harris I will say that anybody that feels like being antagonistic will find this board not disposed to back away."

It was finally agreed that the lumbermen should submit to the board next Monday a schedule of tolls that they would consider fair. The board will consider this schedule at an informal meeting to be held at noon on Tuesday.

The contract for building a shed over section 2 of the seawall was awarded to the American construction company. The shed will cost $11,993.

The commissioners denied the application of J. Faivre for permission to establish a fruit and candy stand in the Key Route waiting room at the ferry depot.

The American-Hawaiian steamship company asked the board to reconsider its denial of their request to use a machine for straightening twisted iron on pier 23.

Out of Frying Pan Into Fire

When Chief Officer John Dohrn of the Kosmos liner Anubis returns to Hamburg he will have an interesting story to tell of the ways of the San Francisco police department. Dohrn visited friends in the Mission Sunday evening and lingered with them until after midnight, when he started for his ship, where his duty required his presence at 6 o'clock in the morning. At Seventeenth and Mission streets, uncertain of his way, he inquired of a passing pedestrian the direction he should take to reach Market street. The passing pedestrian furnished the information. As Dohrn started away his informant pulled from under his coat a section of rubber pipe with which he struck the mariner across the mouth. Dohrn saw the blow coming and threw up his hand as a guard. The pipe was stuffed, and in addition to a split lip Dohrn is now nursing a sprained wrist.

But the worst was yet to come. Dohrn avoided further attention at the hands of the footpad by running away. He ran until he saw a policeman. He told the policeman that he had been assaulted and pointed the direction in which the footpad had disappeared.

"Come with me, we'll get him," said the cop. The guardian of the peace led the bleeding Teuton to a call box, telephoned for a patrol wagon and sent him to the Seventeenth street station as a "drunk." At 4 o'clock in the morning Dohrn was transferred to the central station, and until about 9 o'clock was kept in a cell with drunks, vagrants and other human derelicts.

He was turned loose at 9 o'clock, and all the satisfaction he got, he says, was the information that the man to whom he had appealed for help was probably a special policeman. Dohrn is indignant, but not having a Japanese sense of dignity has no intention of troubling the German embassy at Washington with his tale of woe.

Wounded Seal in the Bay

As "Bill" Thomas, night watchman at the Spreckels towboat office, was enjoying his pipe Wednesday evening at Pacific street wharf, he heard a commotion in the water. Visions of a Carnegie medal bearing the inscription "Bill Thomas, hero," inspired him to hasten to the edge of the wharf. In the dim light he saw what appeared to be a man struggling in the water, and making a vain effort to climb on to a floating fender. Twice the body dragged itself partly out of the water and twice fell back with a splash. Bill went for a rope and lantern, and the rays of the lantern showed him a great seal, apparently wounded, trying to find a place to rest. Thomas tried to catch the seal, but only succeeded in frightening it away. Workmen repairing the ferry slips saw the seal yesterday morning, but they, too, failed to effect a capture.

Have Bonded Dock and Steamers

The Alaska-Pacific company has bonded the Steuart street wharf and the steamers Watson and Buckman to enable them to handle "in transit" goods from Puget sound. Goods shipped in bond from Europe and the orient will be brought down on every trip of these steamers. The goods will be appraised and duty paid at this port, which will add to the revenues of the port quite considerably. As far as additional revenue is concerned, the new arrangement amounts to the establishment of a new bonded line of steamers.

Liner America Maru Sails

The Japanese liner America Maru, Captain P. H. Going, sailed yesterday for the orient with about 40 cabin passengers, about 100 Asiatics and a large cargo. Among the passengers were:

For Yokohama—Dr. T. Ichioka, Otto Lagerfelt and Atsutami Sakato.

Manila—Mrs. Augusta Beaumont, William A. Brown, Ralph Buckland, George G. Clark, Captain Cary I. Crockett, Frank C. Gearhart, Louis A. Henderson, E. Ford Hickman, Mrs. A. S. Lanier, J. B. Nelson, N. Albin Nelson, Mrs. G. A. Preston, Ponciano Reyes, Louie I. Schell, Mrs. M. H. Strausz, Fenton Strausz, F. M. Woodard and Ignacio Yeaza.

Hongkong—Baron von Bethune, Baroness von Bethune, George Hesse, Mrs. Pauline Hoffman, Miss Irene Kline, J. G. Kniesche, Otto Kruger, Mr. and Mrs. Von Kunowski, Heinrich Lehmkuhl, Miss Elfrieda Lehmkuhl, Miss A. Porter, Miss M. A. Porter and Captain Baron von Solemacher.

Will Begin Work Next Week

The preliminary arrangements having been completed, the work of building the new Oakland ferry slips for the Western Pacific railroad company will begin next week. Mole, slips and depot, when completed, which will be in about six months, will have cost about $175,000 and the Southern Pacific will have a new competitor in the field for the transbay passenger travel.

Water Front Notes

The army transport Crook left St. Michael July 16 for Seattle.

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

Lendall M. Gray, manager of the Kosmos line, has gone to Europe on business. He will return in September.

The Kosmos liner Mera is due from Hamburg July 24 and the Anubis will sail Monday for the sound.

Receipts of lumber yesterday by sea amounted to 2,458,000 feet.

COAST SHIPPING NEWS

Items of Interest to Mariners of the Pacific

SAN PEDRO, July 18.—The steamer Coos Bay, Captain Zeh, arrived this morning from San Francisco and way ports with a good freight and passenger list. It will sail on the return trip tomorrow.

The schooner Caroline, Captain Westerdahl, has arrived from the Umpqua river, bringing 500,000 feet of lumber consigned to the Kerckhoff company.

The steam schooner Pasadena, Captain Kalnin, arrived this morning from Eureka via San Francisco bringing 500,000 feet of lumber consigned to the E. K. Wood lumber company.

The North Pacific steamship company's steamship George W. Elder, Captain Jepsen, cleared today for Portland via Eureka and San Francisco with a large freight list and many passengers.

The steam schooner Signal, Captain Green, will finish discharging a lumber cargo tomorrow for the Kerckhoff-Cuzner mill company and is scheduled to clear tomorrow for Eureka and the Umpqua river to reload.

The schooner Alvena is on the way here from Astoria with a cargo of lumber.

The steam schooner Vanguard, Captain Odlund, arrived today from Eureka with 2,000,000 shingles consigned to the Southern California lumber company.

The power steamer Orient has been chartered by the Nelson navigation company and will enter the passenger and freight business between this port and Long Beach.

After discharging a portion of a lumber cargo at Redondo the steam schooner Chehalis, Captain Kittleson, arrived here this afternoon from Grays Harbor with 400,000 feet of lumber consigned to the San Pedro lumber company.

PORTLAND, July 18.—The American steamer W. S. Potter arrived here today with 45,000 barrels of oil for the Associated oil company.

Special Agent Lewis H. Eddy of the department of commerce and labor is in Portland gathering statistics and data relative to shipping out of this port. He is making a list of all the docks and wharves along the Willamette and collecting other data which will be forwarded to the department in Washington.

The British steamer Strathnairn left today in ballast for Seattle and sound points, where she will load lumber.

The schooner Lillebonne, which has been tied up at the Oregon water power docks for several months, received an order today from San Francisco to sail Saturday for that port. The Lillebonne came here from Manila, where it had been engaged for four years, expecting to enter the Pacific coastwise lumber trade, but dull conditions here prevented. She will go to San Francisco in ballast under charter to M. C. Harrison & Co., the owners.

SEATTLE, July 18.—Captain John A. O'Brien, master of the steamship Yucatan, who was stabbed July 9 on board his vessel, arrived today from Valdez. The Yucatan came in charge of Captain Frank Moore. Captain O'Brien is recovering slightly from his wounds. Joe Carbona, the man who stabbed Captain O'Brien, is in jail at Valdez. He is held also on a charge of having killed Tony Da Pascal at Cafile during a fight.

The Kosmos liner Theben arrived today from San Francisco. The Theben will discharge its general cargo at Seattle and Tacoma and will clear for South America and Hamburg on July 25.

The five masted schooner George E. Billings arrived today, 17 days from San Francisco. The Billings brought about 500 tons of cement. Captain Birkholm reported foggy weather and baffling winds during the trip.

Army Transports

The Burnside is at Seattle.

The Buford is homeward bound.

The Crook left St. Michael July 16 for Seattle.

The Dix left Honolulu June 28 for Seattle.

The Kilpatrick is at Newport News, Va.

The Logan is in port.

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 14 from Honolulu for Manila.

The Thomas sailed from Guam June 26 for Manila.

The Warren is in port.

The Overdue List

British bark Criffel, out 147 days from Sydney, for Queenstown, 25 per cent.

British bark Dundonald, out 152 days from Sydney, for Falmouth, 60 per cent.

French ship Duguay Trouin, out 129 days from Tchio, for Havre, 6 per cent.

British ship Loch Tay, out 140 days from Geelong, for Glasgow, 6 per cent.

Italian ship Orealla, out 135 days from Wallaroo, for Falmouth, 6 per cent.

Norwegian bark Tercia, out 129 days from New Caledonia, for Hamburg, 20 per cent.

German ship Oetara, out 185 days from Hamburg, for Santa Rosalia, 12 per cent.

Swedish ship Gripen, out 99 days from Bahia Blanca, for Falmouth, 12 per cent.

British ship M. E. Watson, out 127 days from Iquique, for the channel, 6 per cent.

French bark Neuilly, out 115 days from Sydney, for Falmouth, 6 per cent.

NEWS OF THE OCEAN

Engaged for Lumber

The British steamer Bessie Dollar, at Grays Harbor, was chartered prior to arrival for lumber from Puget sound and Grays Harbor to Shanghai or Taku.

Exports for the Orient

The Japanese steamer America Maru sailed yesterday for Hongkong and way ports via Honolulu with a general merchandise cargo, valued at $928,933, exclusive of treasure, and to be distributed as follows: For Japan, $102,226; Philippine islands, $185,904; China, $25,045; Vladivistok, $6,677; Korea, $5,481; East Indies, $3,600. The following were the principal exports:

To Japan—8 bbls flour, 34 ctls oats, 627 gals wine, 227 lbs butter, 22 pkgs groceries and provisions, 3,123 cs canned goods, 64 cs table preparations, 41,900 lbs lard, 250 lbs sugar, 382 rolls and 5 cs leather, 45 pkgs agricultural implements, 1,593 lbs tallow, 17 pkgs car material, 15 bdls iron, 101 pkgs paints, 119 pkgs pipe, 28 cs typewriters, 233 pkgs machinery, 50 pkgs electrical locomotives, 837 pkgs electrical goods, 11 cs boots and shoes, 27 pkgs drugs, 13 cs arms and ammunition, 7 pkgs bicycles, 3 bales cotton, 8 cs sheetings, 52 pkgs rubber goods, 12 bales scrap leather.

To Philippine islands—1,000 bbls flour, 590 ctls rye, 1,960 lbs peas, 48,553 lbs beans, 142,727 lbs ham and bacon, 19,664 lbs coffee, 8,758 cs canned goods, 195 cs salmon, 127 cs extracts, 192 pkgs groceries and provisions, 4,100 lbs and 12 cs codfish, 30 cs baking powder, 1,759 lbs paste, 1,010 cs and 164 gals whisky, 50 cs grape juice, 528 gals wine, 15 cs molasses, 15 cs syrup, 22,380 lbs dried fruit, 900 lbs hops, 63,052 lbs lard, 35,573 lbs table meats, 2,610 lbs and 45 cs spices, 130 cs table preparations, 55 pkgs agricultural implements, 20 cs asphaltum, 13 bdls brooms, 395 pkgs wagon material, 236 pkgs cardboard, 18 pkgs electrical goods, 20 pkgs machinery, 380 bxs soap, 4 cs sewing machines, 1,875 ft lumber, 200 bdls shooks, 12 bales house, 330 cs hats, 89 pkgs dry goods, 395 pkgs wagon material, 271 pcs and 194 pkgs castings, 93 cs boots and shoes, 2 cs arms and ammunition, 100 bales cotton, 57 cs and 15 bbls oil, 25 cs photo goods, 58 pkgs drugs, 7 bdls iron, 13 rolls and 5 cs leather, 15 pkgs millwork, 10 pkgs rubber goods, 1 flask quicksilver, 25 pkgs paints, 100 rolls and 5 cs roofing.

To China—1,010 bbls flour, 1,875 lbs pearl barley, 102 gals wine, 1,400 lbs dried fish, 1,287 lbs cheese, 248 pkgs fresh fruits, 5 pkgs groceries and provisions, 15 cs canned goods, 50 cs salmon, 26 pkgs salt fish, 16,051 lbs and 5 cs dried fruit, 250 lbs codfish, 970 lbs ginseng, 112,104 lbs pig lead, 5 pkgs machinery, 1 cs typewriters, 14 pkgs wagon material.

To Vladivostok—35,880 lbs lard, 454 lbs coffee, 122 lbs bread, 81 lbs cheese, 65 pkgs vehicles, 2 cs cash registers.

To Korea—150 bbls flour, 240 lbs bread, 92 cs canned goods, 17 pkgs groceries and provisions, 550 lbs dried fruit, 1,600 lbs lard, 100 gals wine, 1 cs whisky, 10 cs canvas, 7 pkgs electrical goods, 6 pkgs machinery.

To East Indies—937 cs canned goods, 950 lbs dried fruit, 140 lbs raisins, 22 cs salmon, 1 cs honey, 12 cs sewing machines.

SHIPPING INTELLIGENCE

ARRIVED

Thursday, July 18.

Stmr City of Puebla, Jepsen, 40 hours from San Diego.

Stmr Rosecrans, Holmes, 10 days from Honolulu, via Gaviota 24 hours.

Stmr Pomo, Matson, 14 hours from Albion, via Point Arena 10 hours.

Stmr Ravalli, Nelson, 38 hours from Eureka.

Stmr Hornet, Marxen, 100 hours from Olympia.

Stmr F A Kilburn, McLaren, 34 hours from San Pedro.

Stmr M F Plant, Nelson, 40 hours from Coos bay.

Stmr Pomona, Swanson, 19 hours from Eureka.

Stmr J B Stetson, Bonifield, 40 hours from Port Los Angeles.

Stmr Colonel E L Drake, Felton, 3 days from Seattle, up river.

Schr Santiago, Farley, 14 hours from Monterey, in tow tug Fearless.

Schr A B Johnson, Johnson, 5 days from Aberdeen.

Barge Rufus E. Wood, Knacke, 38 hours from Eureka, bound for Port Los Angeles, put in to wait for stmr Francis H. Leggett.

CLEARED

Thursday, July 18.

Jap stmr America Maru, Going, Hongkong; W H Avery.

Stmr Bonita, Bowen, San Pedro; P C S S Co.

Schr H C Wright, Nielsen, Mahukona; Charles Nelson Co.

CLEARED AT MONTEREY

Thursday, July 18.

Stmr Catania, Kort, Honolulu; Associated oil co.

SAILED

Wednesday, July 17.

Schr Roderick Dhu, Anderson, Portland, in tow of tug Sea Rover.

Thursday, July 18.

Stmr Hoquiam, Reinertsen, Hoquiam.

Stmr South Coast, Paulsen, Caspar.

Stmr Prentiss, Schillinsky, Eureka.

Stmr Argo, Hansen, Eel river.

Stmr J B Stetson, Bonifield, Willapa.

Stmr Argyll, Johnson, Port Harford.

Stmr State of California, Gielow, San Diego.