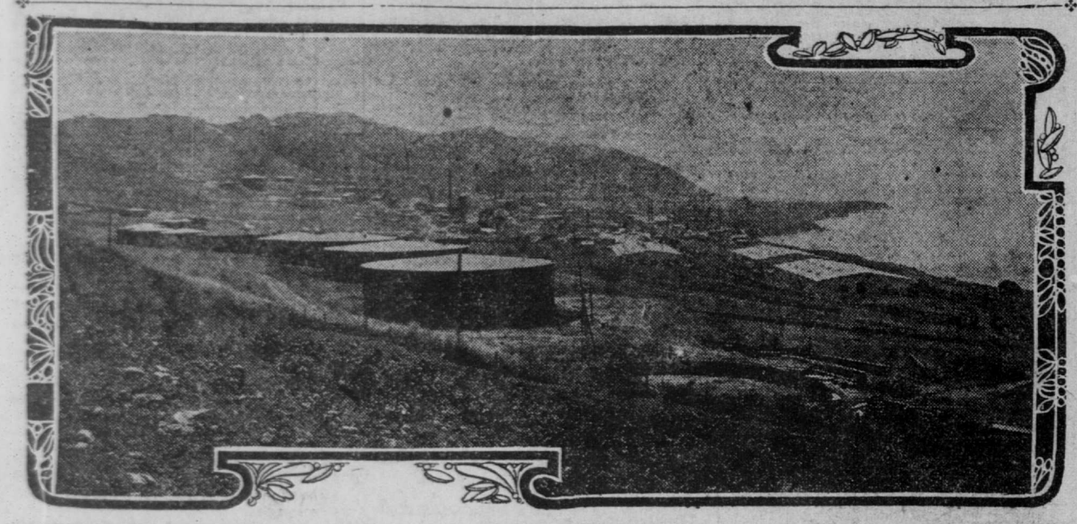
Great Refinery of Independent Company at Oilport Will Soon Be in Operation to Supply the Growing Trade of the Orient



PLANT OF THE CALIFORNIA PETROLEUM REFINERIES COMPANY AT OILPORT, NEAR SAN LUIS OBISPO, SOON TO BE OPENED.

The plant of the California petroleum refineres, limited, at Oilport, near Port Harford, erected at a cost of $1,500,000 by San Francisco and London capitalists, will begin operations within the next few days and by August 10 will be running at full blast. It has been in course of construction for 14 months and is the largest independent refinery works in the west.

The men who are behind the project left in a private car at 7 o'clock last night for Oilport to be present at the opening and to make a thorough inspection of the plant and the Santa Maria fields, 38 miles away, from which the supply of crude oil is to be drawn. The party met at the Fairmont hotel, where the visiting members are staying, and is composed of Simon Symmons of London, chairman of the board of directors; John Hay of London; Isaac Liebes, chairman of the local board; Henry J. Crocker and Maurice Casey, members of the local board; Louis A. Phillips, the general manager; John Lloyd, ex-president of the German savings bank; C. K. McIntosh of the San Francisco national bank, B. F. Coons and F. W. Thompson of the Chicago, Rock Island and Pacific railroad, Jacob Stern of the Bank of California, Julien Liebes, J. D. Lederman, L. C. Swayne, Albert Myer, E. Lederman, J. Kahn, John F. Merrill and Captain John Metcalfe of Lloyd's.

The new plant is one of the few in the United States not under the domination of the Standard oil company, and as it possesses a natural advantage in being on the coast it is in a position to withstand the onslaughts of the Rockefeller interests. Its natural position also makes it immune from the usual rebate tactics, and, on the whole, but little fear is felt from Standard oil sources, the general impression being that the latter concern does not mind proper competition—when it cannot help itself.

The enterprise is the result of the oil discoveries in the Santa Maria field. Following the finds of the Union oil company, the Graciosa oil company, of which Henry J. Crocker is the moving spirit, began drilling. After going down 1,800 feet without making a strike the share holders wanted to cease work. Crocker, however, pushed the matter along and at a depth of 3,000 feet struck a flow of oil.

The first attempt to make profits on the new strike was rather a failure, as the Standard oil company, the purchasers, gave a bare living rate for the product. Finding that nothing could be obtained from the Standard oil company the share holders of the Graciosa interested capitalists in this city and London to build a refinery—which now stands completed, ready for operations.

Among the first coups of the new company was the obtaining of valuable contracts with Japanese steamship interests. The Rockefeller people were out for these also, but J. D. Lederman, who represented the California concern, succeeded in winning out. The details of this contract are not known, but it is a big one. Many of the Japanese steamers will in future obtain their oil from the California concern.

Delivery stations will soon be erected at San Francisco, and it will be possible for steamers to load and take on their fuel oil here as well as at Oilport.

Some idea of the size of the plant can be gained from the fact that 2,000 tons of cement and 3,000,000 bricks were used in its building. The pipe line running from the oil fields to the refinery is 38 miles long, natural gravitation being sufficient to send the product this distance. The wharf in connection with the plant is 2,200 feet long. The plant is capable of producing 8,000 barrels a day, and at the outset will support about 150 families.

The first cargo to be shipped will be on the Pinna, which is now on its way to Oilport to receive it. This, however, is but the inception of the vast trade with the orient which is to follow, as the people of the far east are rapidly waking up to the uses of oil. As soon as conditions warrant the plant will be enlarged.

SHILLING LANDS THREE WINNERS AT FORT ERIE

Old Honesty Captures the Feature Event of the Day's Racing

SPECIAL DISPATCH TO THE CALL

FORT ERIE, Ont., Aug. 2.—Weather clear. Track slow.

First race—Six furlongs, 4 year olds and upward, selling:

Odds, Horse and Jockey, Wt. St. Str. Fin.
3-1—F. Collins (D. Austin)..111 2 2 1 1 2
7-5—Principia (Gaugel) ....104 3 5 3 2 n
10-1—Consideration (Foley)...111 4 1 2 3 2
Time, 1:16 2-5. Lucy Carr, Humorist, Favorita, Derry, Rolla, finished as named.

Second race—Five furlongs, 2 year olds, purse:

Odds, Horse and Jockey, Wt. St. Str. Fin.
3-1—Tersh (Farrow) 113 2 2 2 1 1½
7-1—Lady Baldur (Boland)..110 1 1 h 2 1½
3-2—R. Account (J. Lee)....104 5 3 n 3 n
Time, 1:02 4-5. Orlandot, Miss Mazzoni, Ketchemike, Orbe, finished as named.

Third race—One mile, 3 year olds and upward, selling:

Odds. Horse and Jockey. Wt. St. ¾. Fin.
6-1—Edwin H (Fairbrother). 97 6 1 h 1 1½
10-1—Taunt (J. McCarthy)... 92 2 4 2 2 h
6-1—Crafty (F. Burton) .... 91 7 3 n 3 n
Time, 1:40 4-5. Nellie Racine, Woolstone, Merlingo, Dolinda, June Time, finished as named.

Fourth race—One and an eighth miles, 3 year olds and upward, purse:

Odds. Horse and Jockey. Wt. St. ¾ Fin.
5-2—Old Honesty (Shilling)..101 2 1 2 1 2½
6-5—Cave Adsum (J. Lee)....106 3 2 1 2 2
2-1—C. Gilbert (J. Kelly)....108 4 3 15 3 30
Time, 1:52 1-5. King's Trophy also ran.

Fifth race—Five and a half furlongs, 2 year olds, selling:

Odds. Horse and Jockey. Wt. St. ¾. Fin.
11-5—Balla (C. H. Schilling).102 3 1 1 1 1½
7-1—Catherine F (F.Burton).102 4 2 ½ 2 2
7-1—E. Fay (E. Martin).... 97 5 4 1 3 ½
Time, 1:09 3-5. Red Hussar, Moliere, Tom Shaw, Takbu, Black Dress, Soiree, finished as named.

Sixth race—Six furlongs, 4 year olds and upward, selling:

Odds. Horse and Jockey. Wt. St. Str. Fin.
6-1—Edgely (C. Riley) 104 2 1 3 1 3
11-5—Beatrice K (D. Austin).103 1 2 1 2 2
6-1—Mattie H (J. Lee) ....104 5 3 ½ 3 1
Time, 1:14 4-5. Arby Van, Ballot Box, Lizzie McLean, Penrhyn, Miss Gaiety, finished as named.

Seventh race—One mile, 3 year olds and upward, selling:

Odds. Horse and Jockey. Wt. St. ¾ Fin.
8-5—O. Thompson (Schilling).101 5 1 2 1 3
20-1—Venus (McCarthy) 91 4 2 1 2 3
3-1—Denigre (J. Murphy).. 87 7 3 2 3 1
Time, 1:41⅘. Matabon, Reveille, Gold Spray, Spendthrift Helen, Light Note, Winchester, finished as named.

FORT ERIE ENTRIES

First race, six furlongs—Mary Custis 87, Hawkama 96, Denham 96, Frontenac 100, Wexford 107, Tickle 110, Charley Eastman 116, Gold Pin 102.

Second race, steeplechase, full course, handicap—Battle Creek 125, Snow Drift 132, Sam Parmer 135, Flying Plover 139, Aules 142, Kilmorie 145, Roderick 150, Dr. Heard 156.

Third race, mile and an eighth, selling—Mary Darby 87, Matabon 100, Cursus 102, New Year II 102, Jupiter 105, Henry O 106, Charley Thompson 107, Peter Knight 108, Chanida 109.

Fourth race, Niagara stake, five furlongs—Tomanabat 107, Dew of Dawn 110, Aquiline 110, Anoura 115, Grand Dame 115, Osmunda 107.

Fifth race, five furlongs—Givonni Raggio 96, Frescati 96, Lady Ermy 96, Eonite 96, Glivedear 99, Sir Cyril 99, Drop Stitch 101, Miss Vigilant 101, Tom Shaw 103, McQuiddy 104, Andalusia 104, L. C. Widrig 109.

Sixth race, seven furlongs, selling—Moonevine 97, Minos 100, Austin Allen 102, Tyrollan 102, Lizzie McLean 102, Chippewa 103, Careless 104, Merry George 104, Lord Dixon 104, Excitement 112.

Seventh race, seven furlongs, selling—Zelina 90, Bath Maria 90, Reina Swift 90, St. Jeanne 90, Dr. J. F. Aitken 92, Glena McBride 95, Dele Strome 99, Plaud 97, Alsono 104, Hamilcar 104, Monterey 107.

FORT ERIE SELECTIONS

(By the New York Morning Telegraph.)

First race—Frontenac, Charlie Eastman, Tickle.

Second race—Dr. Heard, Roderick, Kilmorie.

Third race—Peter Knight, Charlie Thompson, Cursus.

Fourth race—Grand Dame, Williams entry, Osmunda.

Fifth race—L. C. Widrig, Frescati, Giovanni Raggio.

Sixth race—Chippewa, Merry George, Lord Dixon.

Seventh race—Bath Maria, Dele Strome, Alsono.

MRS. SEARS WINS CUP

NEWPORT, R. I., Aug. 2.—Mrs. Sears of Boston, the national women's tennis champion, won the Casino cup in the women's tournament by defeating Mrs. Wallach of New York in the finals today by the following score: 2-6, 6-4, 6-4.

FAVORS NAVAL MILITIA

WASHINGTON, Aug. 2.—Attorney General Bonaparte has rendered an opinion to the acting secretary of war that the naval militia of the United States is a part of the organized militia. This will give an opportunity to the teams from the naval militia to enter the rifle contests at Camp Perry, Ohio, this month.

MARTIN DOYLE IS FIRST IN OVERNIGHT HANDICAP

Easily Defeats a Smart Lot of Racers at Brighton Beach

NEW YORK, Aug. 2.—This was the last day but one for racing at the track by the sea, and the card hung up by the association was a good one for a Friday, which usually is an off day in the racing.

In the overnight handicap, at a mile and an eighth, a smart lot of racers faced the barrier. Martin Doyle ran away with the race. He ruled as a warm favorite, closing at 7 to 5. Never in much danger, he came away in the stretch and won in a canter by three lengths.

The weather conditions were ideal for the sport. The results:

First race, five and a half furlongs—Gowan won, Rosimiro second, Desirous third. Time, 1:07 1-5.

Second race, steeplechase, about two miles—Essex won, Blue Pigeon second, Parson Kelly third. Time, 4:01.

Third race, one and a sixteenth miles—Dick Finnell won, Lad of Langdon second, Tony Bonero third. Time, 1:46.

Fourth race, one mile and a furlong—Martin Doyle won, Orbicular second, Moonshine third. Time, 1:52 4-5.

Fifth race, six furlongs—Security won, Voorhees second, Escutcheon third. Time, 1:12 4-5.

Sixth race, six furlongs—Banyah won, Servile second, Biskra third. Time, 1:13 2-5.

FREE FOR ALL PACE WON BY ANGUS POINTER

CLEVELAND, Aug. 2.—Getaway day at the grand circuit races was recognized by a good day's program, of which the free for all pace was the feature. The track was a trifle soft from the heavy rain of the night before, and the high wind that blew out of the west made good time a hard proposition. Results:

2:19 trot, three heats, purse $1,500—Margaret O won the first and third heats and the race in 2:11¼, 2:11¼. Sarah Hamlin won the second heat in 2:11¼.

2:15 pace, three heats, purse $1,500—William O won three straight heats and the race in 2:09¼, 2:08¾, 2:09¾.

Free for all pace, two in three, purse $1,000—Angus Pointer won two straight heats and the race in 2:03½, 2:04¼.

2:06 trot, two in three, purse $1,000—Oro won the first and fourth heats and the race in 2:03¾, 2:11¾. Turley won the third heat in 2:09¾. Lady Gail Hamilton won the second heat in 2:08.

WIN CHAMPIONSHIPS IN TENNIS DOUBLES

CHICAGO, Aug. 2.—F. E. Alexander and H. H. Hackett of New York are champions in tennis doubles. In the final round today the easterners defeated Nat Emerson of Cincinnati and John Neely of Chicago by a score of 6-0, 4-6, 6-1, 6-1.

The championship in women's doubles was won by Miss Neely and Miss Stever. Opposed to them were Mrs. Williams and Miss Weimer. The score was 6-2, 6-3.

STEAMER TOLOSAN LIBELED

The steamer Tolosan was attached yesterday by United States Marshal Elliott for $14,744 in the suit of William Walker vs. M. Jebsen. Walker is the assignee of the Barneson-Hibberd company, which claims to have advanced the sum named on a charter of the steamship Mariechen, which was laden with a cargo of wheat and flour by the Berneson-Hibberd company to be taken from San Francisco to Vladivostok. The Mariechen was wrecked in December, 1905, and the cargo was lost. The Tolosan is owned by the defendant.

MRS. BURCHARD GETS DIVORCE

Mrs. Cora M. Burchard was granted an interlocutory decree of divorce yesterday from D. W. Burchard, former assistant city attorney. Desertion was charged and Burchard made no contest. Judge Sturtevant signed the decree. Mrs. Burchard comes from a prominent San Jose family, her father, Rush McComas, now deceased, having been treasurer of Santa Clara county for years.

BROWN PITCHES CLEVER GAME FOR THE CHICAGOS

One Lone Base on Balls Bars His Work From Perfection

NATIONAL LEAGUE

Clubs—	Won.	Lost.	Pct.
Chicago	69	24	.741
Pittsburg	56	34	.622
New York	54	36	.600
Philadelphia	48	39	.552
Brooklyn	41	53	.436
Boston	37	52	.416
Cincinnati	38	54	.413
St. Louis	22	76	.224

CHICAGO, Aug. 2.—Brown probably never pitched a better game than he did against Matthewson today, one base on balls alone barring his work from perfection. Score:

	R.	H.	E.
Chicago	5	9	0
New York	0	4	2

Batteries—Brown and Moran; Matthewson and Bresnahan. Umpires—Emslie and Klem.

CINCINNATI, Aug. 2.—Errors and Lindaman's wildness were responsible for most of the runs scored by the locals today. Score:

	R.	H.	E.
Cincinnati	5	7	2
Boston	3	9	3

Batteries—Ewing and McLean; Lindaman and Brown. Umpires—Carpenter and O'Day.

ST. LOUIS, Aug. 2.—Karger was wild and ineffective today and Philadelphia won the first game of the series, 5 to 1. Three double plays by the visitors settled whatever chances the home team had. Score:

	R.	H.	E.
St. Louis	1	5	1
Philadelphia	5	9	3

Batteries—Karger and Marshall; Sparks and Dooin. Umpire—Johnstone.

PITTSBURG, Aug. 2.—Threebaggers by Abbattichio and Liefield won the game today for Pittsburg. Brooklyn was a little unsettled in the field. Score:

	R.	H.	E.
Pittsburg	6	9	1
Brooklyn	3	6	3

Batteries—Liefield and Phelps; Stricklett and Bergen. Umpire—Rigler.

AMERICAN LEAGUE

Clubs—	Won.	Lost.	Pct.
Chicago	57	37	.606
Detroit	53	36	.596
Cleveland	54	39	.581
Philadelphia	44	36	.550
New York	43	47	.478
Boston	37	53	.411
St. Louis	36	55	.396
Washington	29	59	.330

WASHINGTON, Aug. 2.—Detroit outplayed Washington in both games of the double header today. Scores:

First game—	R.	H.	E.
Washington	2	7	2
Detroit	3	10	4

Batteries—Johnson, Hughes and Heydon; Siever and Schmidt.

Second game—	R.	H.	E.
Washington	6	10	4
Detroit	9	12	0

Batteries—Hughes, Falkenberg and Heydon; Eubank, Killian and Payne.

NEW YORK, Aug. 2.—The New Yorks defeated Chicago today, scoring all their runs while Altrock was pitching. Score:

	R.	H.	E.
Chicago	5	10	1
New York	7	10	5

Batteries—Altrock, Patterson and McFarland; Doyle and Thomas.

PHILADELPHIA, Aug. 2.—Rhoades' effectiveness was mainly responsible for the defeat of Cleveland today. Score:

	R.	H.	E.
Cleveland	1	5	3
Philadelphia	9	12	2

Batteries—Rhoades and Clark; Bender and Powers.

BOSTON, Aug. 2.—The local team continued its batting streak today and won an easy victory over St. Louis. Score:

	R.	H.	E.
Boston	11	11	3
St. Louis	3	7	1

Batteries—Winter, Criger and Armbruster; Glade, Spencer and Stevens.

Harbor Commission Meets

The harbor commissioners held their regular meeting yesterday afternoon and among the new subjects introduced was a proposition for installing power cranes on a number of the most important wharves. While nothing was decided, the board went on record as acknowledging the need for such equipment and the matter will be taken up later. Engineer Fenwick, whose job on the Belt railroad had been given to another, appealed to the board for reinstatement, but the commissioners decided that as they intended holding Superintendent Burnham responsible for the successful management of the Belt railroad they would give him a free hand to "hire and fire."

Gray Brothers filed with the board a protest against the order to remove their rock bunkers from the vicinity of the new Mail docks. They claim that their rock barges in no way interfere with the operations of the Healy-Tibbitts company in constructing the new seawall. Thomas Crowley was given permission to erect a two ton crane on the bulkhead between Howard street wharves 1 and 2. The board will meet again next Thursday.

Shipping News and Gossip of the Water Front

Steam Schooners Pay No Heed to Lights or to Whistles

The Spreckels tug Dauntless returned yesterday from San Diego, after towing a log raft from the Columbia river to the southern port. Captain Mike Downey, master of the Dauntless, returned from his long coasting trip impressed with a wholesome dread of the steam schooner, as that vessel is navigated too frequently along these shores.

While south bound one rather foggy night with lights on raft and tug brightly burning and the Dauntless' fog whistle blowing steadily, a steam schooner, also south bound, nearly sailed right over the Dauntless. Captain Downey saw the lights of the vessel that was overtaking him. The steam schooner was headed straight for the Dauntless' quarter. Captain Downey tooted the tugboat's whistle and succeeded in attracting attention on board the steam schooner in time to enable that vessel to sheer off.

On the run from San Diego Captain Downey observed a more flagrant disregard of the rules of the road. The night was clear and calm. Some distance ahead, on the starboard bow, he sighted a green light. The Dauntless' green light showed to the green light of the approaching vessel, but to make assurance doubly sure Captain Downey blew two blasts on the Dauntless' whistle. The signal seemed to have awakened whoever was on the steam schooner's bridge. There was no reply to the whistles but the steam schooner's helm was put hard aport and the next thing Captain Downey saw was a red light. The schooner was crossing his bow. It was no time to stand on ceremony, as the vessels were rapidly approaching each other, so the helm of the Dauntless was ported and one whistle was blown from the tug. The steam schooner ignored this whistle also, but fortunately let the wheel alone and red light to red light the vessels swept past each other.

"The steam schooners are the terrors of the coast," said Captain Downey, "and their death slogan is 'hard aport.'"

During the voyage south the Dauntless spoke the steamer Columbia about six hours before that vessel was rammed with such tragic results by the steam schooner San Pedro. The fog was not very dense at that time, but Captain Downey says that he noticed that the Columbia was not going at full speed and remarked to his mate: "Doran isn't taking any chances."

During the voyage south with the raft on July 17, just below Cape Blanco, a heavy northwest gale was encountered. The sheer legs on which the forward light on the raft was suspended were blown down, but no other damage was sustained.

While coming up from San Diego, about 15 miles southeast by south of Point Montara, the Dauntless sighted a great chunk of wreckage, a serious menace to navigation. It was about 20 feet long and attached to it were about a dozen heavy knees. Great bolts were sticking out in all directions and from its appearance Captain Downey thinks it was part of the 'tween decks of a sailing vessel.

Oil for Japan

The ship Acme sailed yesterday for Hiogo, Japan, with 133,000 cases of refined petroleum, valued at $106,400.

Water Front Notes

The tanker Santiago arrived yesterday from Monterey in tow of the tug Fearless.

Receipts of lumber yesterday by sea amounted to 797,000 feet.

The Oceanic steamship company's liner Alameda, Captain Dowdell, will sail at 11 o'clock this morning for Honolulu with a full list of passengers and a full cargo.

The steamer Nevadan cleared yesterday for Honolulu.

Movements of Steamers

TO ARRIVE

From	Steamer	Due
Callao	Cucique	Aug. 3
Seattle & Tacoma	Delhi	Aug. 3
San Pedro	Santa Barbara	Aug. 3
San Pedro	G. W. Elder	Aug. 3
San Pedro & Way Ports	Bonita	Aug. 3
Puget Sound Ports	Santa Rosa	Aug. 3
San Pedro	Daisy Freeman	Aug. 4
Humboldt	City of Topeka	Aug. 4
Mendocino & Pt. Arena	Sea Foam	Aug. 4
Willapa Harbor	Cascade	Aug. 4
Crescent City	Del Norte	Aug. 5
Humboldt	Eureka	Aug. 5
Portland & Way Ports	Roanoke	Aug. 5
Willapa Harbor	D. Mitchell	Aug. 5
San Diego & Way Ports	State of Cal	Aug. 5
San Pedro	Hanalei	Aug. 5
China & Japan	Nippon Maru	Aug. 5
Eel River Ports	Argo	Aug. 6
Seattle & Tacoma	Watson	Aug. 6
Coquille River	Elizabeth	Aug. 6
New York via Ancon	City of Sydney	Aug. 7
Humboldt	Pomona	Aug. 7
Puget Sound Ports	President	Aug. 7
San Pedro & Way Ports	Coos Bay	Aug. 7
Point Arena & Albion	Pomo	Aug. 8
San Pedro	F. A. Kilburn	Aug. 8
San Diego & Way Ports	Santa Rosa	Aug. 8
Grays Harbor	Santa Monica	Aug. 8
Hilo	Enterprise	Aug. 9
Seattle	Am. Duperre	Aug. 9
Grays Harbor	Coronado	Aug. 10

TO SAIL

Destination	Steamer	Sails	Pier
August 3—			
Grays Harbor	Carmel	5 pm	2
Grays Harbor	Centralia	2 pm	10
Astoria & Portland	Yosemite	4 pm	2
Grays Harbor	Tamalpais	2 pm	2
Humboldt	Bayalt	10 am	2
Coos Bay	M. F. Plant	4 pm	8
Humboldt	Vanguard	4 pm	2
Portland & Way Ports	G. W. Elder	1.30p	13
Astoria & Portland	J. B. Stetson	5 pm	2
Humboldt	North Fork	5 pm	20
Los Angeles Ports	F. Kilburn	4 pm	10
Point Arena & Albion	Pomo	6 pm	2
Honolulu	Alameda	11 am	7
Seattle & Tacoma	Buckman	1.30p	20
Puget Sound Ports	Sonoma	3 pm	9
Seattle & Tacoma	Delhi	4 pm	9
August 4—			
Humboldt	Pomona	10.30a	9
San Diego & Way Ports	Santa Rosa	10 am	11
Astoria & Portland	City Panama	11 am	24
August 5—			
San Pedro & Way Ports	Bonita	4 pm	11
Astoria & Portland	D. Freeman	5 pm	....
New York via Ancon	San Jose	12 m	40
Los Angeles Ports	Roanoke	6 pm	13
August 6—			
Seattle & Bellingham	Tallac	4 pm	10
Humboldt	City Topeka	10.30a	9
Tahiti	Mariposa	11 am	7
August 7—			
Humboldt	Eureka	9 am	13
Grays Harbor	Norwood	.....	16
Mexican Ports	Curacao	10 am	17
Point Arena	Sea Foam	4 pm	2
Los Angeles Ports	Hanalei	4 pm	10
August 8—			
San Diego & Way Ports	State of Cal	10 am	11
China & Japan	Manchuria	1 pm	42
San Pedro & Way Ports	Coos Bay	9 am	11
Coquille River	Elizabeth	5 pm	20
August 9—			
Willapa Harbor	D. Mitchell	12 m	2
August 10—			
Seattle & Tacoma	Watson	1.30p	20
Puget Sound Ports	Fresident	11 am	9
Astoria & Portland	Costa Rica	11 am	24

TO SAIL FROM SEATTLE

Destination	Steamer	Date
Skagway & Way Ports	City of Seattle	Aug. 3
Skagway & Way Ports	Jefferson	Aug. 4
Skagway & Way Ports	Dirigo	Aug. 5
Skagway & Way Ports	Farallon	Aug. 6
Valdez & Seward	Saratoga	Aug. 8
Skagway & Way Ports	Spokane	Aug. 9
Nome & St. Michael	Northwestern	Aug. 10
Valdez & Seward	Portland	Aug. 10
Nome & St. Michael	Hyades	Aug. 10
Skagway & Way Ports	Cottage City	Aug. 13
Nome & St. Michael	Victoria	Aug. 16
Valdez & Seward	Yucatan	Aug. 16
Nome & St. Michael	Olympia	Aug. 20

SATURDAY, AUGUST 3

Sun rises .....5:14 Sun sets 7:17

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.

Aug	Time L	W	Ft	Time H	W	Ft	Time L	W	Ft	Time H	W	Ft
3..	1:43	0.8	8:34	3.9	12:34	3.0	7:22		5.2			
4..	2:37	0.5	9:35	4.1	1:35	3.3	8:06		5.3			
5..	3:20	0.1	10:26	4.3	2:30	3.4	8:48		5.3			
6..	3:56	—0.1	11:10	4.6	3:20	3.4	9:24		5.3			
7..	4:30	—0.3	11:47	4.8	4:05	3.3	10:03		5.3			
8..	5:02	—0.4	12:22	4.8	4:48	3.1	10:41		5.4			

Time Ball

United States Branch Hydrographic Office, Merchants' Exchange, San Francisco, Cal., August 2, 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, danger to navigation and all matters of interest to ocean commerce.

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

COAST SHIPPING NEWS

Items of Interest to Mariners of the Pacific

SEATTLE, Aug. 2.—The Maid of Orleans, one of the first of the codfishing fleet to sail for the Bering sea this spring, was the first schooner to return to port. The schooner brought back 98,000 fish, amounting to 450,000 pounds. Estimating at the prevailing price for codfish, the net proceeds of the schooner's voyage will be $22,500. The schooner fished at Squaw harbor.

The government tug J. M. Wilson rammed the steamer Iroquois this morning while the latter vessel was lying tied to pier No. 2. The Wilson knocked two holes through the steel plates of the Iroquois' stern. The vessel will be delayed until next week to repair the havoc. The Wilson was entering the crowded pier at full speed in the charge of Mate George Leighton. Leighton claims that the engine room misunderstood his signals from the pilot house. The tug collided, tearing a hole through the Iroquois above the water line, rebounded and collided again, punching a second hole. The Wilson's bow post is badly twisted.

PORTLAND, Aug. 2.—The steamer Alliance will sail for Coos bay tomorrow night. The steamer Breakwater arrived here tonight from Coos bay. Within a few days the United States engineers will commence sounding the channel from Portland to the mouth of Columbia river. It is believed that the channel will be found in much better condition than ever.

The receipts for duties in the office of the collector of customs during the month of July were exceptionally large, the amount being $143,861.63, as against $122,525 during the corresponding month of last year.

Captain Bendergard of the steamer Redondo reports that forest fires and the smoke are interfering to a certain extent with navigation on the Columbia river as well as on Puget sound.

SAN PEDRO, Aug. 2.—Captain Locke of the bark Alden Besse, lying in the outer harbor under attachment, has been succeeded in command of the vessel by First Mate Palmer.

The steam schooner Westerner, Captain Anderson, from Aberdeen with a cargo of lumber and railroad ties for the Santa Fe railroad company, and the steam schooner Westport, Captain Martino, from Union landing with a cargo of railroad ties for the Los Angeles and Redondo railroad company, are discharging at Redondo. The North Pacific company's steamship George W. Elder, Captain Jesson, sailed today for Portland, via San Francisco and Eureka, with a large freight and passenger list.

The Merchants' Independent steamship company's steamship Hanalei, Captain McFarlane, arrived today from San Francisco and way ports with passengers and cargo consigned to the Crescent wharf and warehouse company. The Hanalei will clear on the return trip tomorrow.

The big Norwegian tramp steamship Skogstad, Captain Rynning, will proceed to Victoria, B. C., next week after its cargo of oak timber has been discharged.

The steam schooner Norwood, Captain Martin, arrived today from Grays Harbor, via San Francisco, bringing 800,000 feet of lumber consigned to the Southern California and San Pedro lumber company.

The schooner Ruby, Captain Korth, finished discharging a lumber cargo and sailed today in ballast for the Coquille river to reload.

The steamer Coos Bay, Captain Zeb, arrived tonight from San Francisco and way ports with cargo consigned to the Pacific Coast steamship company. The Coos Bay will clear on the return trip tomorrow.

The schooner Sadie, Captain Johnson, is out two days from Umpqua river with 460,000 feet of lumber consigned to the Kerckhoff-Cuzner mill and lumber company here.

The schooner Soquel, at Port Townsend; the barkentine Charles F. Crocker, at Port Blakeley, and the barkentine John Palmer and the schooner Allen A. at Aberdeen, have been chartered to load lumber cargoes for San Pedro.

The steam schooner James S. Higgins, Captain Eliason, finished discharging a lumber cargo today and cleared for Fort Bragg to load a return cargo.

The steamer City of Long Beach sailed today for San Diego and way ports with freight and passengers.

ASTORIA, Aug. 2.—The oil steamer Atlas, with the barge 91 in tow, arrived this evening from Port Harford with a cargo of fuel oil.

The steamer Breakwater, Captain McGenn, arrived this morning from Coos bay with a general cargo and passengers.

When the motor schooner Delia, coming from Nestucca, passed Tillamook rock, signals were exchanged and the keeper requested Captain Jones of the schooner to report that the engine injector had broken, so that it was impossible to give the usual fog signals, and asked that a new injector be sent out at once.

The little open motor boat Gazelle has arrived from the river with the intention of leaving for Yaquina bay at the first opportunity, where it will be used to carry the summer visitors. The boat is frail and in fact the most delicate craft that has ever attempted to go to sea from this port, although many freaks have gone out before. That it may arrive in safety is the hope of every one, but at best it is a daring attempt and some call it foolhardy.

The schooner Transit cleared at the custom house today for San Francisco with a cargo of 650,000 feet of lumber, loaded at the Tongue Point lumber company's plant.

The steamer Roanoke sailed this morning for Eureka and San Francisco with freight and passengers.

The steamer Melville Dollar arrived this morning from Puget sound with a partial cargo of railroad ties for Guaymas, Mex. It will take on 10,000 ties at Westport and finish loading at Portland. This is its second trip from this port with a similar cargo for Guaymas.

The schooner Transit, with a cargo of lumber for San Francisco, was towed to sea this morning.

Weather Report

United States department of agriculture—San Francisco, August 2, 1907.

RAINFALL DATA

Stations—	Past 24 hours.	Seasonal to date.	Normal.
Eureka	0.00	Tr.	0.11
Red Bluff	0.00	Tr.	0.00
Sacramento	0.00	0.00	0.00
San Francisco	0.00	Tr.	0.01
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	0.03	0.00

STATIONS.	Barometer.	Max. Temp.	Min. Temp.	Wind	Weather.	Precipitation.
Baker	29.66	90	64	SW	Clear	.00
Boise	29.66	96	70	NW	Pt.Cldy	.00
Eureka	30.06	60	56	NW	Clear	.00
Flagstaff	29.82	72	50	SW	Cloudy	.50
Fresno	29.78	96	62	NW	Clear	.00
Independence	29.68	94	66	W	Clear	.00
Kalispell	29.66	88	56	E	Cloudy	Tr.
Los Angeles	29.82	82	60	W	Clear	.00
Modena	29.78	82	60	W	Cloudy	.42
Mt. Tamalpais	29.94	74	63	NW	Clear	.00
North Head	30.00	64	58	W	Cloudy	.01
Phoenix	29.68	102	80	N	Pt.Cldy	.00
Pocatello	29.84	86	62	E	Cloudy	Tr.
Pt. Reyes Lt.	29.91	60	54	NW	Cloudy	.00
Portland	29.98	70	62	SE	Cloudy	.00
Red Bluff	29.80	90	62	SE	Clear	.00
Reno	29.76	86	54	W	Clear	.00
Roseburg	30.00	72	56	N	Cloudy	.00
Sacramento	29.84	82	56	S	Clear	.00
Salt Lake	29.76	86	70	SE	Clear	Tr.
San Diego	29.84	72	66	W	Clear	.00
San Francisco	29.92	64	56	W	Clear	.00
San Jose	29.96	74	54	NW	Clear	.00
S. L. Obispo	29.92	74	54	W	Clear	.00
S. E. Farallon	29.96	60	56	NW	Clear	.00
Seattle	29.96	70	60	SW	Cloudy	.00
Spokane	29.64	94	66	W	Clear	.00
Summit	.....	71	42	N	Clear	.00
Tonopah	29.80	86	60	N	Cloudy	Tr.
Walla	29.66	94	..	SW	Clear	.00
Winnemucca	29.72	92	60	W	Clear	.00
Yuma	29.64	104	82	SW	Clear	.00

SYNOPSIS

There has been a slight rise in pressure during the last 24 hours along the coast north of San Francisco. Conditions are still favorable for afternoon thunder storms in the mountains. Thunder storms have occurred at Phoenix, Flagstaff, Modena, Tonopah and Pocatello. There has been but little change in temperature.

FORECAST

For San Francisco and vicinity—Fair Saturday, with fog in the morning; fresh west winds.

For the Santa Clara valley—Fair Saturday; light north winds.

For the Sacramento valley—Fair Saturday; possibly thunder storms in the mountains in the afternoon; light south wind.

For the San Joaquin valley—Fair Saturday; possibly thunder storms in the Sierra in the afternoon; light west wind.

For Los Angeles and vicinity—Fair Saturday; possibly thunder storms in the mountains; light west wind.

A. G. McADIE, District Forecaster.

Army Transports

The Burnside is at Seattle.
The Buford is in port.
The Crook arrived July 26 at Seattle.
The Dix has left Honolulu 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