COLLIDES WITH ANCHORED SHIP

Schooner Solano Is Carried by Strong Tide Against Bows of Bark R. P. Rithet

REPORT HEAVY STORMS

Vessels Arriving Yesterday Bring News of Rough Experience in Fierce Gales

The schooner Solano and the bark R. P. Rithet had a lively smash-up in the bay yesterday morning. The Solano crossed in over the bar under sail and threw out her anchors abreast of Black Point. A strong flood time was running at the time and carried the Solano down on to the Rithet, which was lying at anchor just off Alcatraz Island. The two vessels got twisted up in great shape for a while, despite the efforts of their crews. The strong currents carried them apart for a moment and then would swing them together again with great force. At one period it looked as if the upper portion of both would be smashed to pieces. Finally the tugs Sea Lark, Sea King and Reliance came to their assistance and after an hour's hot tussle succeeded in dragging them apart and towing the Solano to a safe anchorage. The Solano had the rail on her port side damaged, while her main, fore and jigger rigging were carried away.

The Rithet's fore topgallant mast was carried away, her bowsprit was smashed, catheads were damaged and her jibboom and fore skysail mast were torn out of position. It will require several thousand dollars to repair the damage.

The Solano was twenty-five days from Eleele and brings 22,131 bags of sugar to Williams, Dimond & Co.

Has Rough Experience.

The British ship Brodick Castle arrived in port yesterday, 94 days from Newcastle, Australia. Captain Olsen reports having encountered a storm of hurricane force that came near to sending the vessel to the lockers of Davey Jones. The Brodick Castle sailed from Newcastle on February 15. On March 9, when in latitude 28.50 south, and longitude 170.42 west, she ran into a heavy east, southeast gale, which blew with terrible force. A mountainous sea was running at the time. It filled the ship's decks to the rails, flooding cabins and deckhouses. So great was the force of the sea that it stove in doors and windows in the forward house and galley, and smashed the starboard quarter boat to kindling wood. One huge sea struck the ship with tremendous force, and tore the tarpaulins off the main and fore hatches, and washed them overboard. During this period the wind was raging with unabated fury, and in the height of the storm the two lower topsails were blown away. When the gale abated somewhat it was found that the cargo had shifted. The damage done to the deck was considerable. The storm lasted three days. From then until May 17, when she arrived off this port, the ship had light winds. Here she struck a heavy north, northwest gale. During the storm Harry Cook, a sailor, was knocked down by the sea and thrown into the scuppers. He was picked up unconscious. Yesterday he had recovered somewhat and went to the Marine Hospital for treatment. Captain Olsen reports that on May 12 in latitude 59.22 north and longitude 142 west he spoke the bark Servia, and on March 31 in latitude 12.12 south and longitude 155.04 west he sighted the ship Hutton Hall. The Brodick Castle was quoted on the reinsurance list at 8 per cent. She brings 2649 tons coal to J. & A. Brown.

Seas Sweep Decks.

The schooner W. H. Marston arrived in yesterday, seventeen days from Hilo. Captain Gove reports that on May 17 and 18, when he was just off this port, he struck a heavy north northwest gale. A high sea was running at the time, which filled the decks to the rails, and washed everything movable overboard. Two sails were blown away. She brings 36,272 bags of sugar to Welch & Co.

Mate's Arm Broken.

The schooner Mary E. Foster, which arrived yesterday reports running into a northwest gale on May 17, which carried away several sails. During the storm A. Olsen, the second mate, was washed against the rail by a heavy sea and his arm was broken. The Foster was sixteen days from Kaanapali. She brings 26,700 bags of sugar to Williams, Dimond & Co.

Minnesota Increases Speed.

Great Northern Railway people got a telegram yesterday announcing the arrival in Yokohama of the steamship Minnesota, fourteen days out from Seattle. Her best previous time on the route between Seattle and Yokohama was nineteen days.

Barcore Encounters Gales.

The British ship Barcore arrived yesterday, 155 days from Newcastle, England. She sailed from that port December 15, 1904, and from February 21 to 28 she was in a terrible gale. Captain Mackenzie says she rolled terribly, and pitched about at the mercy of the confused seas. She was thirty days rounding the horn. She brings merchandise to Meyer, Wilson & Co.

Mate's Ribs Broken.

The schooner Gamble, Captain Holmes, arrived in yesterday, eleven days from Gamble. On May 17 a terrific squall struck the vessel. A great wave broke on board, which caught Mate John Austin and threw him against a pile of lumber, breaking two of his ribs. The Gamble brings 700,000 feet of lumber and 168 piles to Pope & Talbot.

Overdues.

The reinsurance rate on the Battle Abbey was raised yesterday from 8 per cent to 15 per cent. This was due to the reports of the rough gales off the coast, which the incomers yesterday reported.

Others on the list are: British ship Kincossshire, 77 days from Newcastle to Valparaiso, 15 per cent; Alcinous, 156 days from Peru to Antwerp, 90 per cent; Agnes, 190 days from Shields to Valparaiso, 90 per cent; Glenburn, 206 days from San Francisco to Liverpool, 90 per cent.

A. J. Fuller Shifts Cargo.

The American ship A. J. Fuller arrived in yesterday, twenty-two days from Honolulu. Captain Haskell reports that on May 18 they ran into a heavy northwest gale, with high cross sea, which caused the cargo to shift to starboard. The Fuller brings 48,189 bags of sugar to Welch & Co.

Will Leave Drydock To-Day.

The Pacific Mail Steamship Company's steamer Siberia will leave the drydock at noon to-day and return to her wharf at the Mail Dock.

NEWS OF THE OCEAN.

Matters of Interest to Mariners and Shipping Merchants.

The German ship Siam (on Puget Sound) was chartered prior to arrival for lumber, thence to a direct nitrate port at 37s 6d. According to the terms of the charter the vessel will carry 1,150,000 feet.

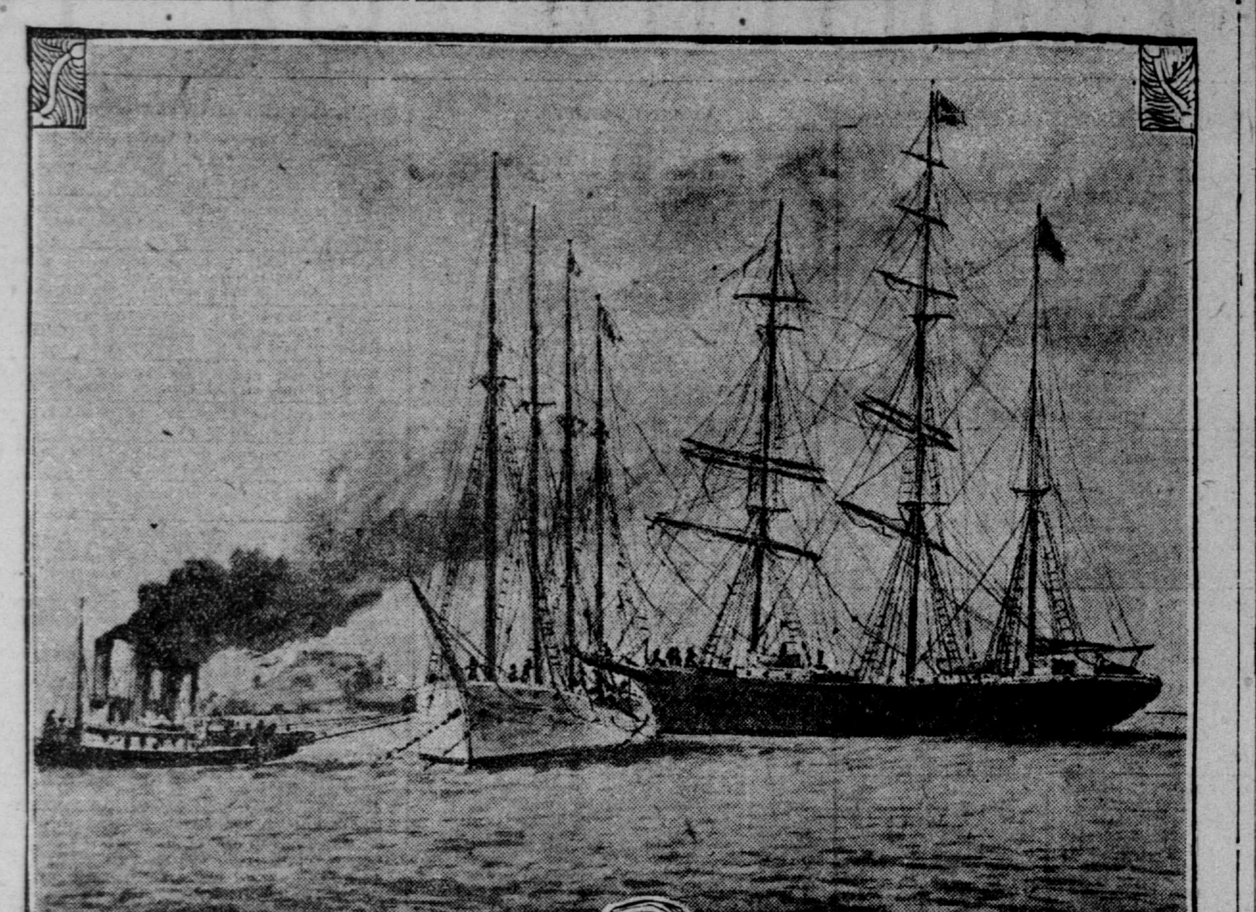
A Cargo for Japan.

The British steamer Heathdene was cleared yesterday for Yokohama with 8715 bales cotton and 315 cs pulp board, valued at $436,036.

Exports by the Enterprise.

The steamer Enterprise sailed yesterday for Honolulu, via Hilo, with cargo consigned to Hilo, valued at $43,879 and including the following: 60 bbls flour, 1876 ctls barley, 122 ctls wheat, 25 ctls oats, 68 ctls corn, 930 bales hay, 76,895 lbs bran, 26,108 lbs middlings, 2216 lbs meals, 3850 lbs beans, 608 pkgs potatoes, 45 pkgs onions, 210 pkgs fresh fruits, 2535 lbs 15 cs cheese, 2663 lbs 5 cs butter, 3240 lbs oleomargarine, 1360 lbs sugar, 30 cs millstuffs, 1391 lbs ham and bacon, 7192 lbs codfish, 12,300 lbs salt, 78,200 lbs rice, 6720 lbs lard, 9536 lbs 34 cs bread, 220 pkgs groceries and provisions, 503 cs canned goods, 26 pkgs paste, 3551 lbs 2 bxs candy, 2370 lbs dressed meat, 1553 lbs dried fish, 8 cs dressed poultry, 640 lbs 12 bxs dried fruit, 12 cs 23 pkgs salmon, 2666 gals wine, 233 gals 25 cs whisky, 1 bbl 10 cs gin, 10 cs liquors, 5802 lbs tobacco, 8 cs cigars, 221,125 lbs fertilizer, 109 cs boots and shoes, 79 pkgs dry goods, 22 pkgs leather, 2 cs cartridges, 51 pkgs paper, 91 pkgs paints, 7 pkgs electrical goods, 120 cs soap, 39 bales paper bags, 43 pkgs drugs and sundries, 16 carboys acid, 4 cs plows, 25 pkgs nails, 14 bdls 26 bars iron, 59 sks coal, 76 pcs machinery.

The steamer also carried 12,600 lbs soda, 36 carboys acid, 150 cs coal oil and 1 cs cement, valued at $544, for Honolulu.



SCHOONER SOLANO AND THE BARK R. P. RITHET IN COLLISION OFF ALCATRAZ.

Sun, Moon and Tide.

United States Coast and Geodetic Survey—Time and Height of High and Low Waters at Fort Point, entrance to San Francisco Bay. Published by official authority of the Superintendent.

NOTE—The high and low waters occur at the city front (Mission-street wharf) about 25 minutes later than at Fort Point; the height of tide is the same at both places.

SATURDAY, MAY 20.

Sun rises 4:55
Sun sets 7:17
Moon rises ....9:11 p. m.

Date	Time	Ft.	Time	Ft.	Time	Ft.	Time	Ft.
	L W		H W		L W		H W	
20	6:25	—0.8	1:40	4.8	6:19	2.9	.....	
	H W		L W		H W		L W	
21	0:18	5.9	7:14	—0.7	2:35	4.8	7:12	3.0
22	1:07	5.4	8:05	—0.5	3:31	4.8	8:11	3.1
23	2:00	5.2	8:55	—0.2	4:25	4.9	9:24	3.2
24	3:00	4.8	9:48	0.3	5:18	4.9	10:42	3.2
25	4:08	4.4	10:39	0.6	6:07	5.0	11:57	2.9
26	5:23	4.0	11:32	1.0	6:51	5.1	.....	.....
	L W		H W		L W		H W	
27	1:00	2.5	6:40	4.0	12:25	1.4	7:33	5.2

NOTE—In the above exposition of the tides the early morning tides are given in the left hand column and the successive tides of the day in the order of occurrence as to time; the fourth time column gives the last tide of the day, except when there are but three tides, as sometimes occurs. The heights given are in addition to the soundings of the United States Coast Survey Charts, except when a minus (—) sign precedes the height, and then the number given is subtracted from the depth given by the charts. The plane of reference is the mean of the lower low waters.

Time Ball.

Branch Hydrographic Office, U. S. N., Merchants' Exchange, San Francisco, Cal., May 19, 1905.

The Time Ball on the tower of the Ferry building was dropped exactly at noon to-day—i. e., at noon of the 120th meridian, or at 8 p. m. Greenwich time. J. C. BURNETT, Lieutenant, U. S. N., in charge.

Movements of Steamers.

TO ARRIVE.

Steamer.	From.	Due.
North Fork	Humboldt	May 20
H. Dollar	San Pedro	May 20
Centralia	San Pedro	May 20
Northland	Portland & Astoria	May 20
Argo	Eel River Ports	May 20
C. Nelson	Seattle	May 21
Redondo	Portland & Astoria	May 21
City Puebla	Puget Sound Ports	May 21
Sea Foam	Mendocino & Pt. Arena	May 21
Breakwater	Coos Bay	May 21
Pomona	Humboldt	May 21
Arctic	Humboldt	May 21
Eureka	Humboldt	May 21
South Bay	Portland & Astoria	May 21
Aurelia	Portland & Astoria	May 21
State of Cal.	San Diego & Way Pts.	May 22
Nevadan	Honolulu & Kahului	May 22
Centennial	Seattle & Tacoma	May 22
S. Monica	Grays Harbor	May 22
Chehalis	Grays Harbor	May 23
G. Dollar	Grays Harbor	May 23
Alameda	Honolulu	May 23
Bonita	San Pedro & Way Pts.	May 23
Del Norte	Crescent City	May 24
Mongolia	China & Japan	May 24
F. Leggett	San Pedro	May 24
Corona	Humboldt	May 24
Costa Rica	Portland & Astoria	May 24
Roanoke	Portland & Way Pts.	May 24
City Panama	New York via Ancon	May 24
Norwood	Seattle	May 25
Pomo	Point Arena & Albion	May 25
Pt. Arena	Mendocino & Pt. Arena	May 25
M. F. Plant	Coos Bay & Pt. Orford	May 25
Hathor	Hamburg & Way Ports	May 25
Peru	New York via Ancon	May 25
Santa Rosa	San Diego & Way Pts.	May 25
Umatilla	Puget Sound Ports	May 26
Coos Bay	Newport & Way Ports	May 27
F. Kilburn	Portland & Way Ports	May 27
Curacao	Mexican Ports	May 28
Columbia	Portland & Astoria	May 29
Sonoma	Sydney & Way Ports	May 29
Queen	Puget Sound Ports	May 31
San Juan	New York via Ancon	May 31

TO SAIL.

Steamer.	Destinations.	Sails.	Pier.
	May 20.		
Centralia	Grays Harbor	2 pm	Pier 10
M. F. Plant	Coos Bay	4 pm	Pier 27
Pt. Arena	Point Arena	4 pm	Pier 2
Pomo	Pt. Arena & Albion	6 pm	Pier 2
City Para	N. Y. via Ancon	12 m	Pier 40
Queen	Puget Sound Ports	11 am	Pier 9
Corona	Humboldt	1:30 p	Pier 9
Northland	Los Angeles Ports	10 am	Pier 27
	May 21.		
C. Nelson	Los Angeles Ports	5 pm	Pier 20
S. Rosa	San Diego & Way	9 am	Pier 11
South Bay	Los Angeles Ports	10 am	Pier 27
	May 22.		
Columbia	Astoria & Portland	11 am	Pier 24
Argo	Eel River Ports	2 pm	Pier 2
Coos Bay	Newport & Way	9 am	Pier 11
Czarina	Coos Bay	5 pm	Pier 8
Rainier	Seattle & Bel'gham	12 m	Pier 10
	May 23.		
N Fork	Humboldt	5 pm	Pier 20
Eureka	Humboldt	9 am	Pier 5
Breakwater	Coos Bay direct	5 pm	Pier 8
Pomona	Humboldt	1:30 p	Pier 9
	May 24.		
Aurelia	Astoria & Portland	2 pm	Pier 27
Roanoke	Los Angeles Ports	5 pm	Pier 5
Arctic	Humboldt	9 am	Pier 2
Sea Foam	Point Arena	4 pm	Pier 2
	May 25.		
Chehalis	Grays Harbor	3 pm	Pier 2
State of Cal.	San Diego & Way	9 am	Pier 11
City Puebla	Puget Sound Ports	11 am	Pier 9
Centennial	Seattle & Tacoma	5 pm	Pier 20
Redondo	Astoria & Portland	5 pm	Pier 2
S. Monica	Grays Harbor	4 pm	Pier 2
	May 26.		
Mariposa	Tahiti direct	11 am	Pier 7
Bonita	San Pedro & Way	9 am	Pier 11
	May 27.		
G. Dollar	Grays Harbor	4 pm	Pier 10
Siberia	China & Japan	1 pm	Pier 40
Costa Rica	Astoria & Portland	11 am	Pier 24
Alameda	Honolulu	11 am	Pier 7
City Panama	N. Y. via Ancon	12 m	Pier 40
	May 28.		
F. Kilburn	Portland & Way	2 pm	Pier 27
	May 30.		
Umatilla	Puget Sound Ports	11 am	Pier 9
G. Lindauer	Grays Harbor	2 pm	Pier 2

FROM SEATTLE.

Steamer.	Destination.	Sails.
Dolphin	Skagway & Way Ports	May 20
Alki	Skagway & Way Ports	May 20
Cottage City	Skagway & Way Ports	May 22
Santa Clara	Valdez & Seward	May 24
Humboldt	Skagway & Way Ports	May 24
Bertha	Cooks Inlet & Way Pts.	May 25
Jefferson	Skagway & Way Ports	May 26

SHIPPING INTELLIGENCE.

ARRIVED.

Friday, May 19.

Stmr Jas S Higgins, Higgins, 54 hours from San Pedro.

Stmr Gipsy, Leland, 32 hours from Monterey.

Stmr Brooklyn, Carlson, 15 hours from Mendocino.

Stmr Columbia, Doran, 51¼ hours from Portland, via Astoria 41 hours.

Stmr South Coast, Olsen, 15 hours from Caspar.

Stmr Noyo, Johnson, 24 hours from Eureka.

Stmr Melville Dollar, Fosen, 61 hours from San Pedro.

Stmr Meteor, McFarland, 85 hours from Seattle.

Stmr City of Para, Brown, 19 days and 7 hours from Panama, via Acapulco 7 days and 22 hours.

Br ship Barcore, McKenzie, 155 days from Newcastle, Eng.

Br ship Brodick Castle, Olsen, 94 days from Newcastle, Aus.

Ship A J Fuller, Haskell, 22 days from Honolulu.

Br ship Dunsyre, Mahon, 165 days from Antwerp.

Brig W G Irwin, Hansen, 6½ days from Roche Harbor, via Port Angeles 4½ days.

Schr W H Marston, Gove, 17 days from Hilo.

Schr Mary E Foster, Johnson, 16 days from Kaanapali.

Schr Gamble, Holmes, 11 days from Port Gamble.

Schr Lizzie Prien, Hansen, 2½ days from Siuslaw River.

Schr Bessie K, Bash, 14 hours from San Vicente Landing.

Schr Allen A, Henricksen, 6 days from Grays Grays Harbor.

Schr Solano, Keegan, 25 days from Eleele.

Schr Queen, Petersen, 8 days from Port Gamble.

Schr Newark, Johnson, 30 hours from Byxbees Landing.

CLEARED.

Friday, May 19.

Stmr W H Kruger, Martin, Unalaska; North American Commercial Company.

Stmr Santa Rosa, Alexander, San Diego; Pacific Coast Steamship Company.

Stmr Corona, Gielow, Eureka; Pacific Coast Steamship Company.

Br stmr Heathdene, Milburn, Yokohama; O. and O. Steamship Company.

Stmr Enterprise, Younggren, Honolulu via Hilo; J D Spreckels & Bros Co.

Schr Falcon, Dart, codfishing; Blom Codfishing Company.

SAILED.

Friday, May 19.

Stmr Jas S Higgins, Higgins, Fort Bragg.
Stmr Olympic, Hansen, Grays Harbor.
Stmr Phoenix, Odland, Eureka.
Stmr Enterprise, Younggren, Honolulu and Hilo.
Stmr Elizabeth, Jensen, Bandon.
Stmr Gipsy, Leland, Monterey, etc.
Stmr Scotia, Johnson, southern ports.
Stmr Samoa, Madsen, Caspar.
Bark Fresno, Peterson, Port Gamble.
Bktn Arago, Semsom, Willapa Harbor.
Schr A M Baxter, Isaacson, Bellingham.
Schr Lizzie Vance, Jensen, Anacortes.
Schr Esther Buhne, Olsen, Coos Bay.
Schr North Bend, Jackson, Coos Bay.

SPOKEN.

April 18—Lat 49 46 N, long 64 51 W, Ger bark Hebe, from Port Talbot for Iquique; signaled wanted anchor and chain.

Per Br bark Barcore—Feb 2, Lat 29 18 S, long 44 08 W, Br ship Thistle, from Hamburg for San Francisco.

Per Br ship Brodick Castle—May 12, lat 39 22 N, long 142 W, bark Servia, hence April 29 for Ladysmith.

March 31—Lat 12 12 S, long 155 04 W, Br ship Hutton Hall, hence Mar 2 for Sydney (since arrived).

TELEGRAPHIC.

POINT LOBOS, May 19, 10 p m—Weather hazy; wind NW; velocity 22 miles per hour.

DOMESTIC PORTS.

GRAYS HARBOR—Sailed May 18—Schr Orient, for San Francisco.

Arrived May 19—Stmr Chehalis, hence May 15; bktn Gardiner City, from Santa Rosalia; schr Robert R Hind, from San Pedro; schr Henry Wilson, hence May 8.

Sailed May 19—Schr Comet, for Santa Barbara.

SEATTLE—Sailed May 18—Schr Barbara Hernster, for Nome; stmr Santa Ana, for Valdez; stmr City of Seattle, for Skagway.

Arrived May 19—Stmr Tremont, from Hongkong; stmr Dolphin, from Skagway.

PORT HADLOCK—Arrived May 19—Nor stmr Guernsey, from Port Townsend.

ASTORIA—Sailed May 19—Stmr Northland, for San Pedro; stmr Redondo, for San Francisco; stmr South Bay, for San Pedro.

Arrived May 18—Stmr Roanoke, hence May 15, via Eureka and Coos Bay.

Sailed May 19—Schr Eendeavor, for San Pedro.

EUREKA—Arrived May 19—Stmr Fulton, hence May 16

Sailed May 19—Stmr North Fork, with stmr Lakme in tow, for San Francisco.

Arrived May 19—Stmr F A Kilburn, hence May 18; U S stmr Madrona, hence May 17.

EVERETT—Sailed May 19—Schr James Rolph, from San Pedro.

Arrived May 19—Schr S T Alexander, from Port Townsend.

PORT TOWNSEND—Passed in May 19—Schr S T Alexander, from Redondo.

Arrived May 19—Ger ship Siam, from Yokohama.

CHIGNIK BAY—Arrived prior to May 16—Ship St Paul, from Seattle. May 15—Tug Messenger, from Seattle. No date—Tug Golden Gate, from Seattle.

DUTCH HARBOR—Arrived April 27—Br bark Melanope, from Ladysmith. May 6—Schr Pickun, from Seattle. April 29—Schr Joseph Russ, from Seattle. April 10—Whaling stmr William Baylies, hence Mar 1 for cruise; whaling stmr Norwhal, hence Mar 22 for cruise.

UNALASKA—Arrived Apr 20—Whaling schr Chas Hanson, hence Mar 28 for whaling cruise.

UNGA—Arrived May 8—Stmr Jeanie, from Seattle.

UYAK—In port May — —Tug Shelikoff, from Seattle.

COOS BAY—Arrived May 19—Stmr Breakwater, hence May 17.

SAN PEDRO—Sailed May 18—Stmr Marshfield, for Hardy Creek.

Arrived May 19—Schr Advent, from Coos Bay; stmr Alcatraz, from Greenwood.

Sailed May 19—Schr J H Bruce, for Grays Harbor; stmr Marshfield, for Santa Barbara.

SANTA BARBARA—Sailed May 19—Stmr Marshfield, for Hardy Creek; stmr State of California, for San Diego.

REDONDO—Sailed May 19—Stmr Prentiss, for San Francisco; schr Blakeley, for Port Blakeley.

Arrived May 19—Stmr Iaqua, hence May 17.

Weather Report.

(120th Meridian—Pacific Time).

The following maximum and minimum temperatures are reported for the previous day:

Cincinnati	66-52	Philadelphia	70-52
Boston	60-52	New York	66-52
Jacksonville	82-66	Washington	68-54
St. Louis	70-54	Pittsburg	56-48
Chicago	52-46	Honolulu, H. T.	78-68
New Orleans	86-68		

SAN FRANCISCO 64-50

The following are the seasonal rainfalls to date, as compared with those of same date last season, and rainfall in last twenty-four hours:

Stations—	Last 24 hours.	This season.	Last season.
Eureka	.00	32.43	64.56
Red Bluff	.00	33.52	31.52
Sacramento	.00	21.83	16.87
San Francisco	.00	23.45	20.59
Fresno	.00	12.03	8.04
Independence	.06	3.89	2.57
San Luis Obispo	.00	23.50	16.95
Los Angeles	.00	19.46	8.72
San Diego	.00	14.26	4.32

THE COAST RECORD.

STATIONS.	Barometer	Maximum Temperature	Minimum Temperature	Direction of Wind	State of Weather	Precipitation
Baker	29.84	70	36	SE	Cloudy	.00
Carson	29.84	70	36	SW	Cloudy	.00
Eureka	30.10	56	50	N	Pt.Cldy	.00
Fresno	29.78	84	52	NW	Pt.Cldy	.00
S.E. Farallon	29.94	52	50	NW	Clear	.00
Flagstaff	29.76	68	34	SW	Clear	.00
Independence	29.74	80	36	SW	Cloudy	.06
Los Angeles	29.88	68	56	SW	Clear	.00
Mt Tamalpais	29.93	68	60	W	Clear	.00
North Head	....	..	48	....	.....	...
Phoenix	29.66	92	60	NW	Clear	.00
Pt Reyes Lt.	29.85	53	47	NW	Clear	.00
Pocatello	29.88	70	36	SW	Clear	.00
Portland	29.98	62	48	SW	Rain	Tr.
Red Bluff	29.82	82	54	SE	Clear	.00
Roseburg	30.02	64	40	N	Cloudy	.00
Sacramento	29.82	76	52	S	Clear	.00
Salt Lake	29.84	70	44	NW	Clear	.00
San Francisco	29.94	64	50	W	Clear	.00
San L. Obispo	29.94	64	48	W	Pt.Cldy	.00
San Diego	29.86	66	58	W	Pt.Cldy	.00
Seattle	29.96	58	42	S	Cloudy	Tr.
Spokane	29.82	76	38	SE	Cloudy	.00
Tatoosh	29.92	50	46	S	Rain	.04
Walla Walla	29.82	76	46	W	Pt.Cldy	.00
Winnemucca	29.80	76	30	NW	Cloudy	.00
Yuma	29.72	90	60	S	Clear	.00

WEATHER CONDITIONS AND GENERAL FORECAST.

A moderate depression overlies the valley of the Colorado. Light showers have fallen on the eastern slope of the Sierras and a thunderstorm is reported at Modena.

The following high winds have occurred: Point Reyes, 65 miles, northwest; Farallon, 40, northwest.

Forecast made at San Francisco for thirty hours ending midnight, May 20:

San Francisco and vicinity—Cloudy Saturday; brisk west wind.

Los Angeles and vicinity—Cloudy, unsettled weather Saturday; brisk southwest winds.

Sacramento Valley—Cloudy Saturday; fresh south wind.

San Joaquin Valley—Cloudy Saturday; fresh north wind.

Coast: North of Point Conception—Fair Saturday; brisk to high nortnwest winds. South of Point Conception—Cloudy Saturday; fresh south winds.

Foothills and mountains—Cloudy Saturday.

Nevada—Cloudy, unsettled weather Saturday.

A. G. McADIE, District Forecaster.

PORT HARFORD—Sailed May 19—Stmr Coos Bay, for San Francisco.

Arrived May 19—Stmr Atlas, with barge 93 in tow, for Ventura.

TATOOSH—Passed in May 19—Schr Expansion, from San Pedro for Ballard; schr John G North, from Guayaquil for Port Townsend; ship Isaac Reed, hence May 6 for Ballard.

FORT BRAGG—Sailed May 19—Stmr National City, for San Francisco.

ABERDEEN—Arrived May 19—Schr Robert R Hind, from San Pedro; stmr Chehalis, hence May 15.

Sailed May 19—Stmr Santa Monica, for San Francisco; stmr Grace Dollar, for San Francisco; schr Comet, for Santa Barbara.

ISLAND PORTS.

HONOLULU—Arrived May 19—Stmr Nebraskan, hence May 11.

Sailed May 19—Br stmr Coptic, for China.

FOREIGN PORTS.

HONGKONG—Arrived May 18—Br stmr Athenian, from Vancouver.

HONGAY—Arrived May 13—Br stmr Ras Elba, from Oregon.

PRAWLE POINT—Passed May 18—Br ship Wray Castle, from London for San Diego.

TANIFA—Passed May 13—Fr ship Vauhan, from Genoa for Tacoma.

NEWCASTLE, AUS—Sailed April 5—Br bark Landscronia, for Honolulu. May 17—Ship John Currier, for Honolulu.

OCOS—Sailed May 18—Ger stmr Hathor, for San Francisco.

CORONEL—Arrived May 18—Br stmr Hazel Dollar, from Rotterdam, and sailed for San Francisco.

SALINA CRUZ—Sailed Mar 26—Br bark Forfarshire, for Port Townsend.

MAZATLAN—Sailed May 18—Stmr City of Panama, for San Francisco.

YOKOHAMA—Arrived May 19—Stmr Minnesota, from Seattle.

GUAYAQUIL—Arrived May 18—Schr Annie M Campbell, hence Mar 1.

NAGASAKI—Sailed May 18—U S stmr Dix, for Honolulu.

OCEAN STEAMERS.

AUCKLAND—Arrived prior to May 19—Stmr Indrahiri, from Sydney, N S W, for New York.

NEW YORK—Arrived May 19—Stmr Italia, from Naples; stmr Baltic, from Liverpool.

Sailed May 19—Stmr Cedric, for Liverpool.

NAPLES—Arrived May 17—Stmr Neapolitan Prince, from New York.

BREMEN—Arrived May 18—Stmr Maine, from Baltimore.

BARRY—Sailed May 19—Stmr Monteagle, for Montreal.

MOVILLE—Sailed May 19—Stmr Tunisan, from Liverpool, for Montreal.

DOVER—Sailed May 19—Stmr Hamburg, from Hamburg, for New York.

PLYMPOUTH—Arrived May 19—Stmr Bluecher, from New York, for Cherbourg and Hamburg, and proceeded.

QUEENSTOWN—Arrived May 19—Stmr Cymric, from Boston, for Liverpool, and proceeded.

Memoranda.

PHILADELPHIA, May 18—Stmr Hawaiian, from Hilo, reports while proceeding up Delaware Breakwater fouled gas buoy and dragged it half a mile.

Per schr Gamble, from Gamble May 19—On May 17 and 18th and a heavy NNW gale; on the 17th shipped heavy sea and washed John Austin, the mate, against the deckload, breaking two of his ribs.

Per schr Mary E Foster, from Kaanapali May 19—Had moderate to fresh variable winds and fine weather to lat 37 38, long 132 42, then heavy NW gales and very rough seas to Point Reyes split and carried away several sails; passed ship A J Fuller last Wednesday, 235 miles west of Point Reyes (since arrived); May 19 A Olsen, mate, was washed against the rail by heavy sea and had his arm broken.

Per ship A J Fuller, from Honolulu May 19—May 18 had a heavy NW gale, with a very high cross sea, shifting cargo to starboard.

Per schr Solano, from Eleele May 19—May 17 and 18th had strongNNW gales, filling decks to the rails with water and blowing away sails.

Per Br ship Barcore, from Newcastle, Eng, May 19—Sailed Dec 15, 1904; had head winds down the channel for ten days; had light winds and moderate weather to the equator, which we crossed Jan 17, lon 27 13 W; got the SE trades in lat 1 43 N and lost them in 18 S; had W to WSW winds to Cape Horn; from Feb 21 to 28 had succession of WSW gales, with very high confused sea, ship rolling heavily; was 30 days from 50 S, with SW gales for 20 days; had light NW winds from 50 S to 33 27 S; got the SE trades in 28 S and carried them to lat 1 S; crossed the equator April 16, in long 113 53 W; had light airs for four days; got the NE trades in 6 N and lost them in 28 32 N, long 132 41 W; on May 18, in lat 37 34 N, long 125 43 W, had a heavy NNW gale.

Per Br ship Brodick Castle, from Newcastle, Aus, May 19—Sailed Feb 15; had light southerly and easterly winds to the north end of New Zealand; was becalmed off Lord Howes Island for seven days; on Mar 9, 10 and 11, in lat 28 50 S, long 170 42 W, had very heavy ESE gale, blowing with hurricane force, and a very high mountainous sea, filling decks to the rails, flooding cabins and deckhouses, stove indoors and windows in forward house and galley, stove in the starboard quarter boat, washed the tarpaulin off the main and fore hatch, blew away two lower topsails, shifted cargo and doing considerable damage around the decks; thence to equator had light and variable winds; crossed 56 days out, in 159 50 W; got the NE trades in 2 S and lost them in 25 N; had light and variable winds to 38 N; May 17, 38 N, 125 W, had heavy NNW gale.

Per Br ship Dunsyre, from Antwerp—Sailed from Antwerp on Dec 5 and anchored at Flushing, and sailed on Dec 7; from Dec 12 to Dec 16 had a succession of strong northerly gales in the channel, with a very high cross sea, filling decks to the rail; carried away the wheel, stove in doors and windows in forward house, shifted the boats on the skids, blew away several sails and doing other damage on deck; had squally weather to the equator, which we crossed 42 days out, in long 26 31W; got the SE trades in lat 2 21 S and lost them in lat 19 03 S; had WSW winds to Cape Horn; was 26 days from 50 to 50 S; on Feb 26, in lat 54 58 S, long 62 43 W, had a heavy SW gale; carried away the parall of the fore and mizzen upper topsail yards and blew away several sails; had northerly winds to lat 27 S; got the SE trades in lat 27 S and lost them in lat 1 N; crossed the equator on April 17, in long 113 39 W; got the NE trades in lat 10 N and lost them in lat 30 18 N; had strong NNW gales the last four days.

IDENTIFIED AS PLASKETT.—The body of the man who was killed last Thursday night by being run over by an electric car on H street, near Twenty-seventh avenue, was identified at the Morgue yesterday morning by F. G. Hodgkins of 2822 California street as that of William Plaskett, his father-in-law. The decedent was a widower, a millman, and a native of Novia Scotia.

RETAIL TRADE RATHER QUIET

Demand for Spring and Summer Wearing Apparel Is Not as Good as Expected

DEALERS ARE CAUTIOUS

Adverse Weather Conditions Furnish Cause for Complaint Among Merchants

NEW YORK, May 19.—R. G. Dun & Co.'s weekly review of trade to-morrow will say: Unseasonable weather is the chief cause of complaint, both as to distribution of merchandise and agricultural developments. In many leading cities retail trade in spring and summer wearing apparel is falling behind expectations, and there is less than the customary reorder business in wholesale and jobbing departments. Although no actual reduction in the crops is yet assured, sufficient uncertainty has appeared to render dealers in the farming districts somewhat cautious regarding the accumulation of supplies beyond current requirements. Otherwise the trade situation is satisfactory. Manufacturing activity is fully maintained, the percentage of idle machinery being smaller than at any recent date and the textile industries making notable progress under the stimulus of advancing raw materials. The few strikes now in progress cause little interruption, and some of the July 1 wage scales have been adjusted, but others are still under discussion. Railway earnings thus far available for May show an average gain of 8 per cent over last year, and foreign commerce at this port for the last week increased $3,957,199 in value of exports, while imports declined $592,312 in comparison with the same week in 1904.

Failures this week numbered 234 in the United States, against 236 last year, and 11 in Canada, compared with 12 a year ago.

Bradstreet's to-morrow will say: Adverse weather conditions are a leading source of complaint this week, but clearing skies, now reported throughout a large area of the country, bid fair to reinforce existing optimistic views as to late summer and fall trade.

Exports are close to the record mark for the season, and some gain is noted in corn, which may presage a turn in the tide of the grain trade.

Railway earnings continue exceptionally good despite the smaller cereal movement, the first quarter of 1905 showing a gain of 7 per cent in net on a gross gain of 5 per cent. Nine months of the fiscal year the returns have increased 7 per cent on a gross gain of 3 per cent.

New business in lumber is reported rather quiet at New York, but shipments on orders already booked are very large. The Pacific Coast lumber trade reports continued improvement.

Business failures in the United States for the week ending May 18 number 191, against 158 last week, 215 in the like week in 1904, 155 in 1903, 152 in 1902 and 192 in 1901. In Canada failures number 17, as against 18 last week and 11 in this week a year ago.

Wheat (including flour) exports for the week ending May 18 are 1,512,550 bushels, against 899,355 last week, 1,225,763 this week last year, 5,293,373 in 1903 and 5,184,839 in 1902. From July 1 to date the exports are 55,999,999 bushels, against 124,877,064 last year, 149,683,031 in 1903 and 224,999,109 in 1902.

Cheap Rates East.

THE PENNSYLVANIA LINES announce the following greatly reduced rates to:

New York and return $108.50
Philadelphia and return 107.50
Washington and return 107.00
Baltimore and return 107.00

SALE DATES.

May 10, 11, 27, 28, 29.
June 12, 13, 14, 15, 16, 17, 25, 26, 27, 28, 29, 30.
July 4, 5, 6, 24, 25, 26.

Tickets may be purchased ten days before date of departure. They are First Class and good for ninety days. Call upon or write H. A. Buck, General Agent Pennsylvania Lines, 621 Market st., San Francisco, for full particulars.

UDELL STILL SEEKS TO CONTROL ESTATE

Defeated in His Effort to Remove Aged Juana Marshall's Guardian.

Alva Udell has again been defeated in an effort to gain control of the estate of aged Juana Marshall, who recently startled the police with a tale that unknown enemies had attempted to poison her. After a hearing in Judge Graham's court, at the conclusion of which the old woman was declared incompetent and the Union Trust Company named her guardian, Udell presented a petition to revoke the letters of guardianship, claiming that he held a deed of trust to Mrs. Marshall's estate, in which one W. J. Gray was named with him as co-trustee.

Yesterday Udell's petition came up for hearing before Judge Kerrigan, and, to the astonishment of the petitioner, Gray appeared and testified that the allegation that he was named in any deed of trust with Udell was not based upon fact. He had met Udell but once, he said, and had never authorized any one to use his name as a trustee of Juana Marshall's estate.

The result was that the court promptly denied Udell's petition. Udell still has one card left in the nature of a petition to revoke the letters of guardianship over the person of the aged woman. He says she is of sound mind and body and anxious to take up the active management of her estate, and this in the face of the fact that when she comes to court the old woman is supported between two friends, for her 80 years have deprived her of the power to stand alone. This last petition will come up next week.

SUED FOR DIVORCE IN HIS DECLINING YEARS

Aged Man Makes Pathetic Defense to Charges of His Spouse.

After forty-three years of married life, aged Daniel Harris, ill and without funds, has come into court to defend the suit for divorce brought against him by his wife, Hannah, who charges him with failure to provide, willful neglect and cruelty. The suit is remarkable in the fact that the litigants have grown from youth to tottering age together and have six children, who are now men and women well along in years.

Harris expresses astonishment that his wife should have sued him for divorce, for, he says, she well knows that he has been ill and unable to work for six years and that long ago he retired from business and since then he and his wife have been dependent upon their children for maintenance. During the almost half a century of their married life, the aged man says, he never once treated his wife cruelly nor did he neglect her, his only offense being that age and weakness compelled him to cease in his efforts to accumulate worldly goods. He asks that her petition for divorce be denied, believing that she soon will repent of her act and take him back to live with her during the few years that remain on earth for them.

A divorce was granted yesterday to May F. Monsch from Wallace T. Monsch for willful neglect. John J. Lavaff secured a decree from Alta M. Lavaff for desertion. May Johnson has sued Harry M. Johnston for divorce on the ground of desertion. Josephine Arndt asks for a divorce from Charles W. Arndt on the grounds of desertion and cruelty.

CITY ATTORNEY'S OPINION AGAINST APPROPRIATION

Long Holds That City Cannot Supplement State's Allowance for Normal School.

City Attorney Long filed an opinion with the Board of Supervisors yesterday in which he holds that the board has no right to appropriate $50,000 to supplement an appropriation of $150,000 by the Legislature for the new State Normal School building and site. The opinion says:

In the absence of any State or local law empowering the municipal authorities, much less obligating them, to contribute to the support of the State Normal School, I am firmly of the opinion that no such contribution can be made. Putting aside the matter of location, which I consider a false equation, no one would conceive it possible for this city to contribute from the revenues to any such purpose. Certainly no such contribution could be made to the support of the State Normal School in San Jose, in Los Angeles, in San Diego or in Chico. No one would have the hardihood to suggest it, and yet those schools owe their establishment and maintenance to the same authority, the laws governng them are the same, their course of study and purposes are the same; and no doubt they contribute as competent teachers to the State's corps of instructors as the school located in San Francisco.

The maintenance of a State Normal School existing under the direction and control of the State, as is a State asylum or a State fair, is not related to the public business of the city and county of San Francisco, nor a probable expenditure of the city and county government. Not being such it cannot be provided for in the budget.

Pears'

the soap which began its sale in the 18th century, sold all through the 19th and is selling in the 20th.

Sells all over the world.

You Are Offered More Than a Million Dollars' Worth of Comforts and Elegance for ....

$2 a Day

Can You Afford to Overlook Such an Investment?

From May 1, 1905, to Jan. 1, 1906, the rates (AMERICAN PLAN ONLY) at the famous POTTER HOTEL, Santa Barbara-by the-Sea, will be as follows: Rooms, without bath, $2, $3 and $4 each per day; with bath, $3, $4 and $5. Special rates by the month.

Santa Barbara is the capital of the New World Riviera—and The Potter built up its fame. It would be extravagance to go anywhere else this summer.

UNITED STATES BRANCH.

STATEMENT

—OF THE—

CONDITION AND AFFAIRS

—OF THE—

Western Assurance COMPANY

OF TORONTO, IN CANADA, ON THE 31st day of December, A. D. 1904, and for the year ending on that day, as made to the Insurance Commissioner of the State of California, pursuant to the provisions of sections 610 and 611 of the Political Code, condensed as per blank furnished by the Commissioner.

ASSETS.

Loans on Bonds and Mortgages	$15,000 00
Cash Market Value of all Stocks and Bonds owned by Company	1,873,843 09
Cash in Company's Office	145 33
Cash in Banks	67,925 61
Premiums in due Course of Collection	382,608 38
Bills receivable, not Matured, taken for Fire and Marine Risks	20,974 05
Total Assets	$2,360,496 46

LIABILITIES.

Losses adjusted and unpaid	$15,005 77
Losses in process of Adjustment or in Suspense	88,587 11
Losses resisted, including expenses	6,732 47
Gross premiums on Fire Risks running one year or less, $1,694,771 85; reinsurance 50 per cent	847,385 93
Gross premiums on Fire Risks running more than one year, $1,106,729 46; reinsurance pro rata	583,348 70
Gross premiums on Marine and Inland Navigation Risks, $113,936 74; reinsurance 50 per cent	56,968 37
Gross premiums on Marine Time Risks, $69,003 89; reinsurance 50 per cent	34,501 94
All other Liabilities	5,166 92
Total Liabilities	$1,637,697 21

INCOME.

Net cash actually received for Fire premiums	$2,176,803 37
Net cash actually received for Marine premiums	462,338 11
Received for interest on Bonds and Mortgages	755 80
Received for interest and dividends on Bonds, Stocks, Loans and from all other sources	74,379 89
Received from Home Office	100,044 50
Total Income	$2,814,321 67

EXPENDITURES.

Net amount paid for Fire Losses (including $35,932 23, losses of previous years)	$1,625,992 14
Net amount paid for Marine Losses	336,340 91
Paid or allowed for Commission or Brokerage	533,199 65
Paid for Salaries, Fees and other charges for officers, clerks, etc.	92,565 97
Paid for State, National and Local taxes	71,241 25
All other payments and expenditures	194,311 53
Total Expenditures	$2,853,851 45

	Fire.	Marine.
Losses incurred during the year	$1,602,967 96	$337,892 91

Risks and Prems.	Fire Risks.	Premiums.
Net amount of Risks written during the year	$289,235,463	$2,981,233 74
Net amount of Risks expired during the year	265,194,885	2,757,526 37
Net amount in force December 31, 1904	242,740,578	2,801,501 31

Risks and Prems.	Marine Risks.	Premiums.
Net amount of Risks written during the year	$65,208,245	$532,892 59
Net amount of Risks expired during the year	65,710,363	550,305 40
Net amount in force December 31, 1904	6,304,561	188,107 55

J. J. KENNY, Vice President.
C. C. FOSTER, Secretary.

Subscribed and sworn to before me, this 23d day of January, 1905.
JOHN H. HUNTER, Notary Public.

W. L. W. MILLER,
GENERAL AGENT,
319 California Street,
SAN FRANCISCO.

UNITED STATES BRANCH.

STATEMENT

—OF THE—

CONDITION AND AFFAIRS

—OF THE—

British America Assurance COMPANY

OF TORONTO, IN CANADA, ON THE 31st day of December, A. D. 1904, and for the year ending on that day, as made to the Insurance Commissioner of the State of California, pursuant to the provisions of sections 610 and 611 of the Political Code, condensed as per blank furnished by the Commissioner.

ASSETS.

Cash Market Value of all Stocks and Bonds owned by Company	$1,209,024 02
Cash in Banks	82,822 91
Interest due and accrued on all Stocks and Loans	10,308 70
Premiums in due Course of Collection	126,455 12
Total assets	$1,428,610 75

LIABILITIES.

Losses adjusted and unpaid	$18,616 72
Losses in process of Adjustment or in Suspense	68,113 81
Losses resisted, including expenses	7,997 23
Gross premiums on Fire Risks running one year or less, $1,007,395 04; reinsurance 50 per cent	503,697 82
Gross premiums on Fire Risks running more than one year, $716,864 54; reinsurance pro rata	387,095 33
Gross premiums on Marine and Inland Navigation Risks, $79,586 34; reinsurance 50 per cent	39,793 17
Gross premiums on Marine Time Risks, $3,176 01; reinsurance 100 per cent	3,176 01
Total liabilities	$1,028,490 09

INCOME.

Net cash actually received for Fire premiums	$1,286,399 36
Net cash actually received for Marine premiums	225,629 62
Received for interest and dividends on Bonds, Stocks, Loans and from all other sources	38,948 35
Received from all other sources	24,604 79
Total income	$1,575,582 12

EXPENDITURES.

Net amount paid for Fire Losses (including $104,825 71 losses of previous years)	$892,108 09
Net amount paid for Marine Losses	170,871 28
Paid or allowed for Commission or Brokerage	283,314 18
Paid for Salaries Fees, and other charges for officers, clerks, etc.	66,315 65
Paid for State, National and Local taxes	47,136 80
All other payments and expenditures	117,700 97
Total expenditures	$1,577,446 97

	Fire.	Marine.
Losses incurred during the year	$886,917 22	$170,003 77

Risks and Prems.	Fire Risks.	Premiums.
Net amount of Risks written during the year	$130,407,244	$1,690,907 73
Net amount of Risks expired during the year	114,847,974	1,535,006 16
Net amount in force December 31, 1904	134,098,347	1,724,260 18

Risks and Prems.	Marine Risks.	Premiums.
Net amount of Risks written during the year	$31,375,550	$262,279 69
Net amount of Risks expired during the year	32,075,206	262,345 36
Net amount in force December 31, 1904	2,737,252	82,762 35

J. J. KENNY, Vice President.
P. H. SIMS, Secretary.

Subscribed and sworn to before me, this 23d day of January, 1905.
HARRY GAMBLE, Notary Public.

W. L. W. MILLER,
GENERAL AGENT,
319 California Street,
SAN FRANCISCO.