

THE VIA PAINE IS OFF TO OREGON

Fancy Diving Champion Goes to Detroit Meet.

4-YEAR RECORD WANTED

Water Polo Team to be in Charge of Bus Douglas in Absence of Jack Cody.

Miss Thelma Payne, woman's national fancy diving champion and member of the Multnomah Amateur Athletic club, and Jack Cody, swimming instructor of the winged-M in Detroit, will leave for Detroit, where Miss Payne will defend her title against the best spring-board talent of the country at the national meet to be held in the east-

Eastern Training Arranged.

They will arrive in Detroit in time for the local girl to get in a little training before the meet and also to become accustomed to the eastern climate. It will not be the first time that Miss Payne has displayed her skill in eastern diving circles, as she successfully defended her title, which she has held for three consecutive years, at Detroit in 1919.

In the absence of Instructor Cody, the winged-M water polo team, which is rapidly rounding into shape for a three-game tussle with the Victoria Island Athletic association team, will be handled by Bus Douglas, who was recently elected captain of the squad. Douglas, who is a former member of the American expeditionary force swimming team which made a remarkable showing in the inter-allied games at Paris last June, has issued orders for practice to be held on Monday and Friday nights of each week.

Webster Polo Skipper.

Locke "Browie" Webster, former captain of the Stanford university water polo team, has been elected manager of the winged-M water polo squad. The following candidates are trying out for the team: Myron Wilsey, Bus Douglas, Webster, Paul Patterson, O. J. Hosford, Eddie Humphrey, Ted Atwood, Ted Steffen, McKelvie, A. G. Gledhill, Walter Smith, Rogers, Bill Smith, Hal de Waide, W. H. Wallace, Van Schriener, York Herron, Collicie Wheeler and Frank Kiernan.

The dates for the three-game series between the local club team and the Victoria contingent will probably be set for April 14 and 17, according to latest word received from the northern city. The original date was set at April 25, but it is being changed, as it would interfere with the national championships at San Francisco. Both the local and Victoria teams will compete in the national event in the aquatic.

QUATIC CHAMP DATES FIXED

National Swimming Events Are Announced by Union.

NEW YORK, April 1.—Definite dates for several national swimming championships events were announced today at Amateur Athletic union headquarters as follows:

- April 17—Junior 100-yard breaststroke, Lon Angeles Athletic club.
April 17—Senior 100-yard free-style, Cleveland Y. M. C. A.
April 23—Senior 400-yard relay, Olympic club.
April 23 to May 1—Senior water polo, Pacific association, San Francisco.
April 25—Junior 100-yard backstroke, Pacific association, San Francisco.
April 30—Events for women, Junior 400-yard relay, Detroit.
April 24—Senior 100-yard backstroke, Philadelphia Yarnemede.
May 2—Senior plumb for distance, Idera Swimming club, San Francisco.

Sidelights and Satire.

Bowling.

The game of bowling thrives and grows. And in its ancient veins there flows a lot of youthful blood. For when you bowler, you score. We miss the teams that rolled of yore. We gaze upon the games no more. Of Schultz and Faber and Bud.

The Bench Warmer.

He lingers on the bench all day. And never gets a chance. It wears his youthful heart away. And likewise wears his trousers. Rubie Benton is showing signs of his old-time pitching stuff, but it is fervently hoped that he will not show any of his old-time base running.

Pugilism is becoming more high-browed every day.

We have with us today a mild fighter by the name Boy McCormick. The pugilists of bygone years always called themselves kid.

Oscar Egg took a hard fall in the six-day race, but remains intact.

Showing that he is hard boiled. Naturally, a boxing bill always starts a fight. Stanislaus Zhyzsko is back in our midst after four years of internment in Russia. It is predicted that he will break all world's records with the knife and fork.

The Last Laugh.

The man whose head was bald and bare. And totally devoid of hair—We laughed at him with scornful air. And said: "The poor old nut!" Today he laughs at our despair; What time we seek the barber's chair. And say: "The poor old nut!" And have our tresses cut.

Lord Byron was the original high-brow of the boxing game.

He fought under the name of Childie Harold. Ralph De Palma has resumed his old pastime of breaking records, but he has nothing on Hy Coel.

Right Off the Bat.

A VOTE was taken among the Columbus, Okla., players to ascertain their favorites in the major league races. Cleveland and Detroit appeared to be the choices of the athletes in the American league, with Cincinnati and Chicago running big in favor in the National.

Infielder Art Kores of the Louisville club has been purchased for Toledo by Manager Bresnahan, accord-

ing to word received here by Secretary Williams. He will report at Paducah, Ky., the Toledo training camp, at once.

An the Brooklyn infield has been playing. It is a 50 per cent better outfit than last year. Johnson at third is quick on recoveries after fumbles and has a strong arm. Ward and Olson work together pretty well, but as yet Ward has not shown that he can attend to as much territory as a first-class shortstop.

One respect in which the Tankers are sure to improve over last year is in catching. C. H. O'Leary is a vast deal livelier entry in the first and third box bases than Pat O'Connor ever was.

Both Pfeffer and Grimes were sought by Manager Stallings of the Braves, but Robinson of Brooklyn refused to part with either. The Reds' world's championship team is being made in Cincinnati firm. The pennant will be red, with the letters "Cincinnati Reds, 1919, world champions," in white, surrounded by a blue border 15 inches wide.

Following their second victory over the Boston Braves, Joe Tinker's Columbus club is a snappy bunch. Particularly so are Lefty George, Sherry Magee and Jim Taggart, who, at different times, have played under the leadership of the Stallings, manager of the Hub team.

COAST PIN RECORD IS MADE

Angel Trio Smash 3187 Pins in Five Games.

SAN DIEGO, Cal., April 1.—Waldo Tupper, secretary of the Pacific Coast Bowling association, announced today that a new coast record for a three-man team was established by the Fred Barnum cigar company trio at Los Angeles last night, when they knocked over 3187 pins in five games. George V. Hiller, rolling anchor for the team, rolled 1000 pins in the first game, the second 1000, the third 1000 and 207 for a total of 1133, a game average of 227. Hiller's mark also is reported a coast record for five individual games in a sanctioned match.

Houston Beats White Sox.

HOUSTON, Tex., April 1.—The Chicago Americans lost a close exhibition game here today through errors to the local team of the Texas league by a 6-to-5 score. R. H. E. Chicago... 5 9 3 Houston... 6 8 2 Batteries Williams and Lynn; Sparks and Trout.

ROGERS BUYS SHIPYARD

SKINNER AND EDDY PLANT AT SEATTLE IS SOLD.

Ways Taken Over by Government on Mortgage Change Hands.

Price Not Announced.

WASHINGTON, April 1.—The Skinner & Eddy Shipyards No. 2, at Seattle, was taken over by the government on a mortgage, has been sold to David Rogers, it was learned at the shipping board office today. The price was not announced, but it is reported some time ago that he had offered \$2,400,000 for the plant.

The forty acres obtained an injunction to prevent sale of the yard recently but the order was later vacated.

An agreement to sell the Groton shipyard, Groton, Conn., to Charles W. Morse was also reached by shipping board officials. It was formerly the property of the Groton Iron works but the shipping board holds a mortgage on it.

Under the agreement Morse will complete contracts calling for six \$300,000 and three \$400,000 ships at \$194.16 per ton, for the smaller craft, and \$200 for the larger.

SEATTLE, Wash., April 1.—Sale of the Skinner & Eddy corporation's shipyard No. 2 here to David Rogers, shipping board official, was announced today, will mean the inauguration of a new steel shipbuilding programme.

The investigation started when Captain Myron near White Pine Point, Mich., on November 22 last, Captain Lawrence J. Francis of Lakewood, O., and Captain Kenneth McRae of Conneaut, O., vessel masters on the Great Lakes, have been summoned before United States Steamboat Inspectors Gooding and Hanson at Marquette.

The investigation started when Captain Myron near White Pine Point, Mich., skipper of the Myron, and only survivor, charged that Captains Francis and McRae had made no effort at rescue.

The case is said to be the first of its kind on record in Great Lakes marine history.

U. S. Naval Radio Reports.

All positions reported at 8 P. M., yesterday. CANSUMSET, Portland for San Pedro, 182 miles south of San Francisco, March 31 at 8 P. M. RAINIER, San Pedro for San Francisco, 170 miles south of San Francisco, March 31 at 8 P. M. ADMIRAL NICHOLSON, Santa Barbara for Monterey, San Francisco, March 31 at 8 P. M. ADMIRAL SERREREE, Ocean Falls for Wilmington, 100 miles from Wilmington, March 31 at 8 P. M. CENEA, Pacifica Armas for San Francisco, 194 miles south of San Francisco, March 31 at 8 P. M. CURACAO, Mazatlan for San Francisco, 208 miles south of San Pedro, March 31 at 8 P. M. PROVIDENCIA, Seattle for Grays Harbor, 8 miles south of Umatilla, Highway, W. S. PORTER, Monterey for Everett, 132 miles from Monterey. ADMIRAL DEWEY, Seattle for San Francisco, 88 miles from Seattle. ACME, San Francisco for Eureka, 475 miles from San Francisco. CITY OF OCEAN, Bremerton, 173 miles from Bremerton. WEST JERPA, Seattle for Tokohama, 479 miles from San Francisco, March 31. R. H. BUCK, Monterey for Eureka, 540 miles from Monterey. CITY OF TOPEKA, barbound off Eureka.

SINKING PROBE IS STARTED

Two Masters of Vessels on Great Lakes Are Summoned.

MARQUETTE, Mich., April 1.—To answer charges resulting from investigation of the foundering of the steamer Myron near White Pine Point, Mich., on November 22 last, Captain Lawrence J. Francis of Lakewood, O., and Captain Kenneth McRae of Conneaut, O., vessel masters on the Great Lakes, have been summoned before United States Steamboat Inspectors Gooding and Hanson at Marquette.

The investigation started when Captain Myron near White Pine Point, Mich., skipper of the Myron, and only survivor, charged that Captains Francis and McRae had made no effort at rescue.

The case is said to be the first of its kind on record in Great Lakes marine history.

U. S. Naval Radio Reports.

All positions reported at 8 P. M., yesterday. CANSUMSET, Portland for San Pedro, 182 miles south of San Francisco, March 31 at 8 P. M. RAINIER, San Pedro for San Francisco, 170 miles south of San Francisco, March 31 at 8 P. M. ADMIRAL NICHOLSON, Santa Barbara for Monterey, San Francisco, March 31 at 8 P. M. ADMIRAL SERREREE, Ocean Falls for Wilmington, 100 miles from Wilmington, March 31 at 8 P. M. CENEA, Pacifica Armas for San Francisco, 194 miles south of San Francisco, March 31 at 8 P. M. CURACAO, Mazatlan for San Francisco, 208 miles south of San Pedro, March 31 at 8 P. M. PROVIDENCIA, Seattle for Grays Harbor, 8 miles south of Umatilla, Highway, W. S. PORTER, Monterey for Everett, 132 miles from Monterey. ADMIRAL DEWEY, Seattle for San Francisco, 88 miles from Seattle. ACME, San Francisco for Eureka, 475 miles from San Francisco. CITY OF OCEAN, Bremerton, 173 miles from Bremerton. WEST JERPA, Seattle for Tokohama, 479 miles from San Francisco, March 31. R. H. BUCK, Monterey for Eureka, 540 miles from Monterey. CITY OF TOPEKA, barbound off Eureka.

Port Calendar.

To Arrive at Portland. Vessel. From. Due. Str. Rose City... San Fran... April 2. Str. Klamath... San Fran... April 3. Str. The Angler... San Fran... April 3. Str. Nome City... San Fran... April 3. Str. Klamath... From Portland. Str. Wahkema... San Pedro... April 2. Str. Wonahle... E. K... April 3. Str. Rose City... San Fran... April 3. Str. Belbeck... Alexandria... April 3. Str. Toronto... Cuba... April 16.

Vessels in Port.

Vessel. Berth. Str. Acapulco... St. Johns Lbr. Mill. Str. Berlin... Terminal No. 1. Str. Boynton... Terminal No. 1. Str. Col. P. S. Michie... Mar. Iron Wks. Str. Belbeck... Terminal No. 1. Str. Florence Olson... Wauna. Str. Georgia... Inman-Poulsen mill. Str. John Paulsen... East & West mill. Str. Levi G. Burgess... Clark-Wilson mill. Str. Montague... Terminal No. 1. Str. Multnomah... St. Helens. Str. Multnomah... Terminal No. 1. Str. W. H. Stearns... Linnton. Str. Wahkema... St. Helens. Str. Wonahle... Terminal No. 1.

STEAMER KELLOGG IS PURCHASED HERE

Northwestern Transportation Company Gets Craft.

RUN TO BE TO THE DALLES

Additional Vessel Made Necessary by Large Freight Bookings.

The river steamer Joseph Kellogg was purchased yesterday from the Kellogg Transportation company by the Northwestern Transportation company, owners of the river steamers Olympian and J. N. Teal and agents for the steamers Astorian and Relief. The price paid for the Joseph Kellogg was not made public.

The purchase of an additional steamer by the Northwestern company was made immediately necessary by the demand for a vessel of some sort to carry the freight that has been booked for transportation between this city and The Dalles. The low stage of the Columbia river makes the route to The Dalles unavailing for the deep-draft steamer Olympian and this vessel is expected to be carrying of heavy freight.

J. N. Teal is in Drydock. The steamer J. N. Teal, which has been operating on the Portland-The Dalles run, is in drydock for repairs. So urgent was the need of a vessel to handle the freight that was accumulating on the docks that the sailing of the Joseph Kellogg to Kelso, which had been scheduled for last night, was canceled as soon as the purchase was completed and the vessel was loaded and dispatched to The Dalles.

For the present, the Joseph Kellogg will leave the Taylor-street dock for The Dalles Tuesday, Thursday and Saturday nights, returning on alternate days. The J. N. Teal will be repaired and will be returned to this run and the two boats will take alternate sailings, maintaining a schedule of a departure every day both from Portland and from The Dalles.

Olympian to Make Daily Trips. The steamer Olympian, heralded by her owners as the "queen of the river," will make the round trip to The Dalles daily when she goes on her first run, which is expected to begin operating in about two weeks, as soon as the stage of water in the Columbia is adequate for the trip.

The only changes contemplated for the Joseph Kellogg by her new owners are the construction of a "Texas" deck house and the improvement of the crew quarters.

The Joseph Kellogg was built in this city in 1909 and has been operated continuously since that time by the Kellogg Transportation company.

Pacific Coast Shipping Notes. SAN PEDRO, Cal., April 1.—(Special.)—The steamer Othello, which was chartered from New York, with just sufficient fuel to make the trip to Astoria, was stranded on the inside of the breaker. After securing the vessel, it was towed to the inner harbor and there will be made ready for her summer excursion between here and Saata, the sailing island.

The vessel was purchased in New York by the Wrigley interests and rebuilt there. She was due last Sunday, but lack of fuel prevented her from making the fast time between the canal and this port.

GRAYS HARBOR, Wash., April 1.—(Special.)—The steamer Othello, which was chartered from New York, with just sufficient fuel to make the trip to Astoria, was stranded on the inside of the breaker. After securing the vessel, it was towed to the inner harbor and there will be made ready for her summer excursion between here and Saata, the sailing island.

The vessel was purchased in New York by the Wrigley interests and rebuilt there. She was due last Sunday, but lack of fuel prevented her from making the fast time between the canal and this port.

GRAYS HARBOR, Wash., April 1.—(Special.)—The steamer Othello, which was chartered from New York, with just sufficient fuel to make the trip to Astoria, was stranded on the inside of the breaker. After securing the vessel, it was towed to the inner harbor and there will be made ready for her summer excursion between here and Saata, the sailing island.

The vessel was purchased in New York by the Wrigley interests and rebuilt there. She was due last Sunday, but lack of fuel prevented her from making the fast time between the canal and this port.

GRAYS HARBOR, Wash., April 1.—(Special.)—The steamer Othello, which was chartered from New York, with just sufficient fuel to make the trip to Astoria, was stranded on the inside of the breaker. After securing the vessel, it was towed to the inner harbor and there will be made ready for her summer excursion between here and Saata, the sailing island.

The vessel was purchased in New York by the Wrigley interests and rebuilt there. She was due last Sunday, but lack of fuel prevented her from making the fast time between the canal and this port.

GRAYS HARBOR, Wash., April 1.—(Special.)—The steamer Othello, which was chartered from New York, with just sufficient fuel to make the trip to Astoria, was stranded on the inside of the breaker. After securing the vessel, it was towed to the inner harbor and there will be made ready for her summer excursion between here and Saata, the sailing island.

The vessel was purchased in New York by the Wrigley interests and rebuilt there. She was due last Sunday, but lack of fuel prevented her from making the fast time between the canal and this port.

GRAYS HARBOR, Wash., April 1.—(Special.)—The steamer Othello, which was chartered from New York, with just sufficient fuel to make the trip to Astoria, was stranded on the inside of the breaker. After securing the vessel, it was towed to the inner harbor and there will be made ready for her summer excursion between here and Saata, the sailing island.

The vessel was purchased in New York by the Wrigley interests and rebuilt there. She was due last Sunday, but lack of fuel prevented her from making the fast time between the canal and this port.

GRAYS HARBOR, Wash., April 1.—(Special.)—The steamer Othello, which was chartered from New York, with just sufficient fuel to make the trip to Astoria, was stranded on the inside of the breaker. After securing the vessel, it was towed to the inner harbor and there will be made ready for her summer excursion between here and Saata, the sailing island.

The vessel was purchased in New York by the Wrigley interests and rebuilt there. She was due last Sunday, but lack of fuel prevented her from making the fast time between the canal and this port.

GRAYS HARBOR, Wash., April 1.—(Special.)—The steamer Othello, which was chartered from New York, with just sufficient fuel to make the trip to Astoria, was stranded on the inside of the breaker. After securing the vessel, it was towed to the inner harbor and there will be made ready for her summer excursion between here and Saata, the sailing island.

The vessel was purchased in New York by the Wrigley interests and rebuilt there. She was due last Sunday, but lack of fuel prevented her from making the fast time between the canal and this port.

GRAYS HARBOR, Wash., April 1.—(Special.)—The steamer Othello, which was chartered from New York, with just sufficient fuel to make the trip to Astoria, was stranded on the inside of the breaker. After securing the vessel, it was towed to the inner harbor and there will be made ready for her summer excursion between here and Saata, the sailing island.

The vessel was purchased in New York by the Wrigley interests and rebuilt there. She was due last Sunday, but lack of fuel prevented her from making the fast time between the canal and this port.

GRAYS HARBOR, Wash., April 1.—(Special.)—The steamer Othello, which was chartered from New York, with just sufficient fuel to make the trip to Astoria, was stranded on the inside of the breaker. After securing the vessel, it was towed to the inner harbor and there will be made ready for her summer excursion between here and Saata, the sailing island.

The vessel was purchased in New York by the Wrigley interests and rebuilt there. She was due last Sunday, but lack of fuel prevented her from making the fast time between the canal and this port.

GRAYS HARBOR, Wash., April 1.—(Special.)—The steamer Othello, which was chartered from New York, with just sufficient fuel to make the trip to Astoria, was stranded on the inside of the breaker. After securing the vessel, it was towed to the inner harbor and there will be made ready for her summer excursion between here and Saata, the sailing island.

The vessel was purchased in New York by the Wrigley interests and rebuilt there. She was due last Sunday, but lack of fuel prevented her from making the fast time between the canal and this port.

GRAYS HARBOR, Wash., April 1.—(Special.)—The steamer Othello, which was chartered from New York, with just sufficient fuel to make the trip to Astoria, was stranded on the inside of the breaker. After securing the vessel, it was towed to the inner harbor and there will be made ready for her summer excursion between here and Saata, the sailing island.

The vessel was purchased in New York by the Wrigley interests and rebuilt there. She was due last Sunday, but lack of fuel prevented her from making the fast time between the canal and this port.

GRAYS HARBOR, Wash., April 1.—(Special.)—The steamer Othello, which was chartered from New York, with just sufficient fuel to make the trip to Astoria, was stranded on the inside of the breaker. After securing the vessel, it was towed to the inner harbor and there will be made ready for her summer excursion between here and Saata, the sailing island.

The vessel was purchased in New York by the Wrigley interests and rebuilt there. She was due last Sunday, but lack of fuel prevented her from making the fast time between the canal and this port.

GRAYS HARBOR, Wash., April 1.—(Special.)—The steamer Othello, which was chartered from New York, with just sufficient fuel to make the trip to Astoria, was stranded on the inside of the breaker. After securing the vessel, it was towed to the inner harbor and there will be made ready for her summer excursion between here and Saata, the sailing island.

The vessel was purchased in New York by the Wrigley interests and rebuilt there. She was due last Sunday, but lack of fuel prevented her from making the fast time between the canal and this port.

GRAYS HARBOR, Wash., April 1.—(Special.)—The steamer Othello, which was chartered from New York, with just sufficient fuel to make the trip to Astoria, was stranded on the inside of the breaker. After securing the vessel, it was towed to the inner harbor and there will be made ready for her summer excursion between here and Saata, the sailing island.

The vessel was purchased in New York by the Wrigley interests and rebuilt there. She was due last Sunday, but lack of fuel prevented her from making the fast time between the canal and this port.

GRAYS HARBOR, Wash., April 1.—(Special.)—The steamer Othello, which was chartered from New York, with just sufficient fuel to make the trip to Astoria, was stranded on the inside of the breaker. After securing the vessel, it was towed to the inner harbor and there will be made ready for her summer excursion between here and Saata, the sailing island.

The vessel was purchased in New York by the Wrigley interests and rebuilt there. She was due last Sunday, but lack of fuel prevented her from making the fast time between the canal and this port.

GRAYS HARBOR, Wash., April 1.—(Special.)—The steamer Othello, which was chartered from New York, with just sufficient fuel to make the trip to Astoria, was stranded on the inside of the breaker. After securing the vessel, it was towed to the inner harbor and there will be made ready for her summer excursion between here and Saata, the sailing island.

The vessel was purchased in New York by the Wrigley interests and rebuilt there. She was due last Sunday, but lack of fuel prevented her from making the fast time between the canal and this port.

CRIPPLED SHIP IN PORT

MULTNOMAH LIMP IN AFTER HARD LUCK VOYAGE.

Misfortunes Begin With Collision at San Pedro With New Vessel.

With her rudder connected to her captains by a jury rig, her tiller snapped cleanly in two, the after bulkhead on the port side carried away and the engine-room windows battered in by heavy seas, the steam schooner Multnomah of the McCormick fleet limped into port yesterday morning in tow of the tug Onontia and ended a hard-luck trip to and from Portland by docking at the American Exchange dock. She discharged her cargo of cement there, and the McCormick shipyard at St. Helens, where she will undergo repairs.

The misfortunes of the Multnomah began when she reached San Pedro harbor with a cargo of lumber from the Columbia river. As the story is told by Captain Pennington, purser of the Multnomah, the little vessel was steaming for her berth at San Pedro when the steered board steam-

er West Nomentum, sliding down the launching ways, headed directly across the course of the Multnomah. The Multnomah's rudder was checked and the big steamer struck her only a glancing blow on the bow. Little apparent damage was done by the collision.

On her way back to Portland with 40 passengers and a large cargo, the Multnomah encountered heavy weather a short distance below Tillamook head and snapped the tiller.

The steamer was then limping on the ways at St. Helens for an examination of her bow. It is feared that she may be stranded here as the result of the collision at San Pedro.

FLOR IS DUE AT ASTORIA One Train of 43 Cars is Due to Reach Port Today.

ASTORIA, Or., April 1.—(Special.)—A special train consisting of 43 cars loaded with approximately 55,000 bushels of wheat for the Astoria Flouring Mills company will arrive here today morning and will be unloaded at a similar train will be due here about next Saturday. The company's local mill is now grinding 4800 barrels of flour each day and the amount will be increased to 5200 within a few days.

The company now has about 10,000 barrels of flour stored at the port docks ready for export and is increasing that amount by nearly 4000 barrels each morning and night, which will load 7500 tons or about 15,000 barrels of this flour for shipment to the coast by the company's fleet of Astoria about noon tomorrow.

WASHINGTON, April 1.—Agents of the North German Lloyd company today presented to Chairman Benson of the shipping board a proposition covering the operation of trade routes between Seattle and Portland, similar to proposals made by the Hamburg-American line. Establishment of freight and passenger service between New York and Bremen is aimed at. The shipping board was asked to assign the company several steamers, including those formerly sailing under the flag of the North German Lloyd company.

PORTLAND, April 1.—Arrived at 8 A. M.—Steamer Multnomah, from San Francisco. Left at 10 A. M.—Steamer W. F. Herrin, from Grays Harbor.

ASTORIA, April 1.—Left at 7:30 last night: Steamer Multnomah, in tow tug Onontia, arrived at Astoria at 10 last night. Steamer John Paulsen, from San Francisco, arrived at midnight and left at 1 A. M. Steamer W. F. Herrin from Grays Harbor arrived at 12:15 A. M. Steamer Halco, from San Pedro.

HONGKONG, March 29.—Arrived—Empress of Japan, from Vancouver. METHEVEN, from Vancouver.

SINGAPORE, March 29.—Arrived—Metheven, from Vancouver.

SAN PEDRO, Cal., April 1.—(Special.)—Arrived: Steamers Trinidad, from Astoria; A. M. Bee, March 31; A. Wain, from Grays Harbor; S. A. M. Queen, from San Diego.

PORTLAND, April 1.—Arrived at 8 A. M.—Steamer Multnomah, from San Francisco. Left at 10 A. M.—Steamer W. F. Herrin, from Grays Harbor.

ASTORIA, April 1.—Left at 7:30 last night: Steamer Multnomah, in tow tug Onontia, arrived at Astoria at 10 last night. Steamer John Paulsen, from San Francisco, arrived at midnight and left at 1 A. M. Steamer W. F. Herrin from Grays Harbor arrived at 12:15 A. M. Steamer Halco, from San Pedro.

HONGKONG, March 29.—Arrived—Empress of Japan, from Vancouver. METHEVEN, from Vancouver.

SINGAPORE, March 29.—Arrived—Metheven, from Vancouver.

SAN PEDRO, Cal., April 1.—(Special.)—Arrived: Steamers Trinidad, from Astoria; A. M. Bee, March 31; A. Wain, from Grays Harbor; S. A. M. Queen, from San Diego.

PORTLAND, April 1.—Arrived at 8 A. M.—Steamer Multnomah, from San Francisco. Left at 10 A. M.—Steamer W. F. Herrin, from Grays Harbor.

ASTORIA, April 1.—Left at 7:30 last night: Steamer Multnomah, in tow tug Onontia, arrived at Astoria at 10 last night. Steamer John Paulsen, from San Francisco, arrived at midnight and left at 1 A. M. Steamer W. F. Herrin from Grays Harbor arrived at 12:15 A. M. Steamer Halco, from San Pedro.

HONGKONG, March 29.—Arrived—Empress of Japan, from Vancouver. METHEVEN, from Vancouver.

SINGAPORE, March 29.—Arrived—Metheven, from Vancouver.

SAN PEDRO, Cal., April 1.—(Special.)—Arrived: Steamers Trinidad, from Astoria; A. M. Bee, March 31; A. Wain, from Grays Harbor; S. A. M. Queen, from San Diego.

PORTLAND, April 1.—Arrived at 8 A. M.—Steamer Multnomah, from San Francisco. Left at 10 A. M.—Steamer W. F. Herrin, from Grays Harbor.

ASTORIA, April 1.—Left at 7:30 last night: Steamer Multnomah, in tow tug Onontia, arrived at Astoria at 10 last night. Steamer John Paulsen, from San Francisco, arrived at midnight and left at 1 A. M. Steamer W. F. Herrin from Grays Harbor arrived at 12:15 A. M. Steamer Halco, from San Pedro.

HONGKONG, March 29.—Arrived—Empress of Japan, from Vancouver. METHEVEN, from Vancouver.

SINGAPORE, March 29.—Arrived—Metheven, from Vancouver.

SAN PEDRO, Cal., April 1.—(Special.)—Arrived: Steamers Trinidad, from Astoria; A. M. Bee, March 31; A. Wain, from Grays Harbor; S. A. M. Queen, from San Diego.

<