SHIPPING NEWS FROM ALL PARTS OF THE WORLD

DELAY IN ENDING WAGE AGREEMENT FLAYED BY ROADS

Costing $1,000,000 a Day, Say Representatives of Lines in Washington.

JEWELL IS 'STALLING'

Spokesman for Workers Is Charged With Holding Up Side of Case.

NEW BOARD IS PROBLEM

President Harding Must Name Three to Fill Expiring Terms in April.

Special Despatch to THE NEW YORK HERALD.
New York Herald Bureau,
Washington, D. C., March 27.

With the railroad labor situation coming to a head again as the result of demands of the roads for lower wages and abolition of national working agreements, President Harding is faced with the necessity of naming three new members of the railroad labor board.

The present board, appointed by President Wilson, has not yet taken up the question of wage reductions, although formal petitions have been filed. It is engaged on extensive hearings on the national working agreements which may run indefinitely. In fact, representatives of the roads in Washington charge that Bert M. Jewell, presenting the men's side of the case, is stalling and gaining a million dollars a day thereby.

According to the railroad side of the case the national agreements are costing the roads at least a million dollars a day in expenses that they should not carry. The longer Jewell can take in presenting his case, the longer the agreements will of necessity run and the longer hearings upon wage reductions will be postponed.

Three members of the board are filling appointments for one year which expire in mid-April. Appointments to the board were so arranged that only one-third of the membership would go out of office at one time. The board is composed of three groups, representing the railroads, railroad labor and the public.

The terms of Henry H. Hunt of the public group, W. L. Park of the railroad group and J. J. Forrester for the men expire next month.

Mr. Hunt is a former Mayor of Cincinnati and it is understood here he will not be reappointed. Instead, President Harding is casting about for a Republican who is not only familiar with the transportation problem but who has a broad vision in regard to labor and the economic problems involved in labor adjustments.

Representatives of the two other groups must be appointed from nominations sent in by the railroads and by the organized railroad employees. As a result the reappointment of Mr. Park, former vice-president of the Illinois Central, and Mr. Forrester, former head of the union of railroad and steamship clerks, freight handlers and station employees, is expected. While new nominations have not yet been received, so far as known their names will go on the slates presented.

It may be several months before the board gets around to hearings and decision on the petitions for wage reductions. It took three months for a decision on the wage advance granted last August after much of the data had been prepared in advance. Since that time the board has been struggling with the national agreements and questions raised under them.

ACID FACTORY SHUTS DOWN.

Luzerne Chemical Plant Reopens After Long Rest, However.

Special Despatch to THE NEW YORK HERALD.
MIDDLETOWN, N. Y., March 27.—The Corbett & Stuart acid factory at Corbett, Delaware county, has been closed down for an indefinite period. The only part of the plant in operation is the charcoal grinder and sawmill. The men who have families have been retained and are working at $2.50 a day.

The plant of the Luzerne Chemical Company at Horton has resumed operations after being closed for some weeks.

MOTOR CO. ON FULL TIME.

Special Despatch to THE NEW YORK HERALD.
DETROIT, March 27.—Resumption of full time operated by the Federal Motor Truck Company is announced. General Manager Pulcher said the company is producing at 56 per cent. normal capacity, and that more than 40 per cent. of the men employed when the factory was at full pre-war production are at work.

"BE KIND TO ANIMALS" WEEK.

Humane Association Explains Plans for Second Week in April.

ALBANY, March 27.—Observance of "Humane Sunday" on April 17, bringing to a close a week devoted to kindness to animals, is urged by the American Humane Association from its headquarters in this city.

The week of April 11 to 16 has been designated by the association as "Be Kind to Animals Week." It proposes a programme starting with Monday as "Club Day," Tuesday "Pet Animal Day," Wednesday "Benefit Day," Thursday "Red Star Day," Friday "School Day" and Saturday "Boy Scout Day."

Pet animal shows, public exhibits of bird houses made in bird house building contests and planting of trees to commemorate the work of humanitarians are among the association's ideas for the week.

$300,000 WESTERN TORNADO.

Box Car Blown Off Tracks—Two Dead, Many Injured.

FONDA, Ia., March 27.—The tornado that swept the southeast section of Fonda last night injured fourteen persons and caused property damage estimated at $100,000. No one was injured fatally. A train of box cars was blown twenty feet off the road siding.

WORTHINGTON, Minn., March 27.—Damage caused by the tornado which swept a patch eighty rods wide and thirty-five miles long through Nobles county late Saturday was to-day estimated at close to $300,000. The number of dead to-night totalled two. Several persons were injured.

OPPOSES STATE PROBE INTO HYLAN'S REGIME

Public Service Institute Would Have City Act.

The Institute for Public Service, of which Julius H. Barnes is chairman, directed yesterday to the Governor and the Legislature a protest against the appeal of the Citizens Union last week for a legislative investigation of the city administration. The institute suggested instead that the Governor and the Legislature ask the people of New York "to use their present power to investigate themselves."

"Ever since Gov. Hughes removed Borough President Ahearn for incompetence, albeit no evidence of personal dishonesty was found, a short cut to checking incompetence on the part of our Mayor, Comptroller, Borough Presidents and Sheriffs has been within easy reach," says the communication. "If conditions are one-tenth as bad in this city as was asserted last week in the Citizens Union's appeal for a legislative investigation, surely there is evidence that can be obtained in a forenoon by a complaining citizen agency, political party or a newspaper."

The Institute for Public Service ventures the opinion that a legislative inquiry at this time would result in a "noisy partisan debate," in addition to which, the institute thinks, the principle of home rule would be violated.

COAL PHILOSOPHER PUZZLED BY TRADE

Wonders Why Folk Balk at Buying Fuel But Never Halt at Gasolene.

Why is a man proud of his gasolene bill and ashamed of his coal bill? Why is it a mark of distinction to have a shiny six purring at the curb and but a sign of common thrift to have a pile of next winter's coal upon the sidewalk? What is it that has brought the average man to a state of mind where he willingly shivers and lets his guests shiver as long as he has Persian rugs upon the floor?

These questions and philosophical reflections are made by the edior of *Coal Age*, a paper nationally devoted to coal mining and coal marketing, and to them is tagged the further inquiry:

"Is there not something wrong when coal is looked upon as a necessary expense and these other things as necessary luxuries? The manufacturers of asbestos are capitalizing the idea that coal is just an expense that should be eliminated as far as possible—something bought by the ton and dumped in the back yard."

The journal of the trade states that the coal industry has been complaining and explaining because it is on the defensive. Public opinion is centred upon one thing as regards coal, and that is the profits taken by the men engaged in the traffic. All the controversies in Congress have been waged around that theme and all the efforts of the industry have been to explain and justify their action in taking a profit.

"We can disprove Mr. McAdoo's fairy tale, we can find more honest men in the industry than Mr. Calder can find scamps," thereupon the editor says, "we can show Mr. Hoover other industries as poorly managed as coal, we can tell Dr. Garfield that it is not fair to pick on coal alone of all the essential industries, and we can show public utilities and the railroads why coal must cost money, but we have not changed any one's idea about what is the trouble with coal.

"Irregularity of operation and inflated mine capacity are the chief causes of trouble to the bituminous coal industry. Traced to its cause we find that irregular operation, high and low spots in production and prices, are responsible for the existence of too many mines. Irregular operation in turn is the result of irregular demand. In 1914 and in earlier years the coal operators were the ones to suffer from this condition and they turned to Washington and sought from the Federal Government some form of relief. In the last few years it has been the consumer who has suffered, and he in turn has appealed to Washington.

"The weight of public opinion was against any form of combination in business or even cooperation under the protecting wing of the Federal Trade Commission in 1914, but the weight of public opinion is not so clearly set against some form of regulation of the coal man in the supposed interest of the consumer. And yet the remedy, if remedy there be, lies with the consumer of the coal, not with the coal man or with the Government. No law that could be put on the statute books will make one buy coal, and some of the laws that have been proposed would have the opposite effect in such a time as this by lulling the consumer into a sense of false security.

"If furs can be sold to the people in the summer time and ice in the winter is there not something that can be done to move coal with less regard to season? We have heard much about developing a merchandising programme for coal but Mr. Cushing in his Atlantic City address in December, 1920, told us that in two years he had only got so far as to consider whether or not there should be a simple, standard figure representing the jobber's commission and whether or not that should be fifty cents! No suggestion of whether the compensation should not vary with the service; just a question of the profit—a standard wage for every man with a union card.

"The winter campaign is closed; Gen. Frelinghuysen and Gen. Calder on the one side and Gen. Coalman on the other, are digging in and gathering their respective forces for the spring drive. The campaign of last winter found the forces of coal on the defensive, without unified command and sadly in need of ammunition. Back of the other side is a strong public opinion that will produce a new leader, or better said, a follower, for every one that is lost or driven out. The better strategy would then appear to be to consider the public behind Congress. A change in the attitude of coal toward the public and in the relation of the public to coal is the surest way to permanent peace."

Fire Record

A. M.		Loss.
12:30	Rivington st. and East River; D. S. C. scow	Trifling
1:15	8 Clarkson st.; Mary Uris	Trifling
3:00	149th st. and River av.; truck, Tindendale Film Co.	Unknown
8:45	69th st. and Central Park West; automobile, E. J. McClintock	Unknown
11:40	1575 Grand Concourse, The Bronx; Philip Weinstein	Unknown
P. M.		
12:30	221 Av. A.; Joseph Tetracci	Trifling
2:50	3679 White Plains av., The Bronx; unknown	Trifling
5:27	3886 3d av.; John Smith	Slight
7:50	114 W. 130th st.; unknown	Unknown
8:40	611 W. 130th st.; unknown	Unknown

RAIL WAGE PROBLEM ENTERS NEW PHASE

U. S. Board's Inability to Act on Abrogation of Pact Involves Issue.

GENERAL DEMAND TO CUT

Figures Prepared by 'American Railroads' Show Huge Payroll Increase.

Concerning the increase in railway wages and in the cost of living from 1915 to 1921, and the increase in railway wages as compared to the decrease in net railway operating economy, the current issue of *American Railroads*, published by authority of the Association of Railway Executives, says:

"When the Railroad Labor Board found it impossible to take immediate action with respect to the abrogation of national agreements, rules and working conditions, the railroad labor situation entered upon a new phase. In its application of January 31 for emergency action with respect to agreements covering working conditions the spokesman of the railways said:

"'If the board follows its present procedure, months will elapse before it can render its decision. The urgent financial necessities of the railroads will not permit them to wait any such length of time for relief. Long before the present detailed hearings are concluded the board will be flooded by appeals from individual railroads from all parts of the country for reductions in basic wages.

"'The time has come when, if the railroads are to be efficiently and economically operated in accordance with the provisions of the Transportation Act, normal conditions of employment must be restored.'

Reductions Are General.

"With continued decline in the earnings of the carriers as reflected by January and February returns, the pressure, due to economic causes, toward reduction of wages has been growing stronger.

"Acting individually, large and small systems in all parts of the country have, in accordance with the Transportation Act, called for conferences with their employees to discuss wage reductions. In a few cases where conferences have been held reductions have been accepted. In most cases, however, reductions proposed have been, or it is assumed will be, opposed and in these cases the matter in dispute will go before the Railroad Labor Board for adjudication.

"In the first years of the war, it is true that the increase in railroad wages did not keep pace with the increase in the cost of living, but from 1918 onward the increase in railroad wages has exceeded the increase in the cost of living, and in January of this year, with railroad wages 130 per cent. higher than they were in 1915, the cost of living was about 80 per cent. higher than it was in 1915, and was steadily declining.

"Based on the cost of living figures issued by the Bureau of Labor, railroad wages are even more in excess of increase in living costs, as shown by the following table, which gives the percentages of increases over 1914:

Year.	Per Cent Increase in Average Wage Over 1914.	Per Cent Increase in Cost of Living Over 1914.
1915 (Dec.)	1.53	2.09
1916 (Dec.)	9.31	15.99
1917 (Dec.)	23.04	32.2
1918 (Dec.)	73.89	69.3
1919 (Dec.)	81.74	93.5
*1920 (June)	121.32	113.00
†1920 (Dec.)	134.67	94.5

*Before wage award. †After wage award.

Decline in Receipts.

The issue reprints data from reports to the Department of Labor at Washington, showing wage reductions in the major industries of the country, which have taken place for general economic causes, while railroad wages have been artificially held up.

The paper produces a table showing the annual return of railroad investment for every year since 1910. Concerning this table it says:

"The figures showing annual return on railroad investment for the past eleven years prove that the railroads did not profiteer during the war and after war periods. On the contrary their returns steadily declined while the earnings of their employees were mounting by no less than $2,000,000,000 in three years. This increase in payroll was to compensate for increase in the cost of living. But the railroad investor not only was compensated in the same depreciated dollar that the workingman found to be worth only 50 cents in purchasing power, but the investor received fewer dollars.

"Railroad dividends declined from an aggregate of $320,395,000 in 1917 to $278,000,000 in 1920. It was in this same period that railroad wages increased from $1,739,482,000 to $3,600,000,000."

'CHANGE HOST TO NON-RESIDENT MEMBERS

April 15 to Be Inspection and Get Acquainted Day.

Out of town members of the New York Stock Exchange and partners in out of town houses have been invited to come to New York on April 15 as guests of the exchange for a day of inspection of the association's facilities and machinery and opportunities to meet and become acquainted with the New York members.

"The purpose of the meeting," according to the invitations which went out Saturday, "is to strengthen our organization by drawing its members and their partners into closer relationship and thus promote more effective cooperation."

The programme arranged follows: 9:50 A. M., assemble in visitors' gallery of Stock Exchange; 10:30 A. M., address of welcome, William H. Remick, president New York Stock Exchange; 11 A. M., address, "Odd Lots," H. G. S. Noble; discussion; 12 M., inspection odd lot houses; 1 P. M., luncheon at Stock Exchange Luncheon Club; 2:15 P. M., inspection Stock Clearing Corporation; 2:45 P. M., address, "The Clearance of Stocks and Loans," Samuel F. Streit, president Stock Clearing Corporation; discussion; 3:20 P. M., address, "The Specialist," Erastus Tefft; discussion; 4:20 P. M., address by John G. Milburn, New York Stock Exchange.

THREATEN RESORT RAILWAY.

Company Says It Will Discontinue Service to Nantasket Beach.

HINGHAM, MASS., March 27.—Unless some agreement is reached between the town of Hull and the officials of the Eastern Massachusetts Street Railway Company there will be no trolley service to Nantasket Beach next summer. The company announced to-day that service on the part of its lines running from Hingham to Hull, in which town the beach is located, would be discontinued on April 5.

The reason given was that Hull had refused to appropriate $10,000 to cover a deficit in the cost of operating this part of the road.

NOTICE TO MARINERS

THE NEW YORK HERALD'S Ship News Office is in the Barge Office. Ship news information given by U. S. Navy Department Daily Shipping Bulletin. **Telephone Bowling Green 9960.**

CLOSING OF MAILS.

At the Foreign Station (corner of Morton and West streets) foreign mail closes half an hour later than at the Central Post Office and City Hall Station. Supplementary mail, double postage required. At the Foreign Station supplementary mail closes half an hour later than the supplementary closing time shown below, except that supplementary mail for European countries and for Central America, &c., via Cristobal, closes one hour later.

Transatlantic Mails.

MONDAY, MARCH 28.

Italy, via Naples; also parcel post mails for Italy, str Patria, 10:30 AM.

South Africa (*), via Cape Town; also parcel post mails for Union of South Africa, Bechuanaland Protectorate, Portuguese East Africa, Northern and Southern Rhodesia and South West Africa Protectorate, str Gordon Castle, 12 M.

TUESDAY, MARCH 29.

Europe, Africa and West Asia, via Boulogne and London (Norway, Sweden, Denmark, Lithuania, Latvia and Esthonia *); also parcel post mails for Great Britain, Ireland and other countries, str Old North State, 9:30 AM (sup 11 AM).

WEDNESDAY, MARCH 30.

Great Britain, Ireland, Belgium, Luxemburg, Netherlands, Germany, Finland, Persia, South Africa, Madeira and Cape Verde Islands, via Liverpool (Norway, Sweden, Denmark, Lithuania, Latvia and Esthonia *); also parcel post mails for Great Britain, Ireland and other countries, str Belgic, 8 AM (sup 9:30 AM).

Italy and Greece (†), via Naples and Patras, str Argentina, 10 AM.

Lithuania, Latvia and Esthonia (Germany and Poland *), via Hamburg, Danzig and Libau; also parcel post mails for Poland, Lithuania and Latvia, str Polonia, 10:30 AM.

Mails for South and Central America, West Indies, &c.

MONDAY, MARCH 28.

Barbados, St Lucia (Argentina, Uruguay and Paraguay *), via Barbados, Montevideo, Buenos Aires and Santa Fe, str Strinda, 12 M.

TUESDAY, MARCH 29.

Jamaica and Colombia (except Cauca and Narino departments), via Kingston, Cartagena, Savanilla and Santa Marta, str Tivives, 8:30 AM.

Canal Zone, Panama, Salvador (prints, &c), Nicaragua (except east coast), Amapala, Choluteca (also prints, &c, for Nacaome, Tegucigalpa and Yuscaran) in Honduras, Cauca and Narino departments of Colombia, Ecuador and mail other than parcel post for Peru (except Iquitos), Bolivia and Chile (other parts of Honduras and letter mail for Salvador *), via Cristobal, Buenaventura, Esmeraldas, Bahia de Caraquez, Manta, Puerto Bolivar and Guayaquil, str Advance, 12 M (sup 1 PM).

South Brazil (*), via Rio Janeiro, Santos, Sao Francisco de Sul, Rio Grande de Sul, Pelotas and Porto Alegre, str Stephen, 7 AM.

WEDNESDAY, MARCH 30.

Bermuda, via Hamilton, str Fort Hamilton, 7:30 AM.

Newfoundland (†), via St Johns, str Rosalind, 8:30 AM.

Porto Rico, Curacao and Venezuela, via Mayaguez, Leguayra, Curacao and Maracaibo, str Zulia, 9:30 AM (sup 10:30 AM).

Transpacific Mails.

Close at New York at 6 PM as follows:

Hawaii, Japan, Corea, China (except Shanghai City), Siberia and Netherlands East Indies (except Sumatra), via San Francisco, str Ecuador, March 28.

Hawaii, Fiji Islands, New Zealand and Australia, via Vancouver and Victoria, BC, str Makura, March 28.

Japan, Corea, China and Netherlands East Indies (specially addressed only), via San Francisco, str Tijsondari, March 28.

Guam and Philippine Islands, via San Francisco, U. S. A. T. Sherman, March 31.

New Zealand and Australia, via Seattle, str West Mohawk, March 31.

Japan, Corea and China (specially addressed only), via San Francisco, str Persia Maru, March 31.

Hawaii, via San Francisco, str Maui, April 1.

Japan, Corea, China, Siberia, French Indo-China and Netherlands East Indies (except Sumatra), via Seattle, str Wenatchee, April 4.

*Must be specially addressed for this steamer.

†Parcel post mails and specially addressed correspondence.

Mails of the following dates: Melbourne Feb 22, Sydney 23d, Auckland 28th and Wellington March 1, which arrived at San Francisco per str Marama, were despatched east on March 24 and are due in New York on the morning of Tuesday, March 29.

DEPARTURE OF STEAMERS.

SAIL MONDAY.

Strinda, Buenos Aires, &c	3:00 PM
Patria, Naples	1:00 PM
Gordon Castle, Cape Town	3:00 PM
City of Savannah, Savannah	3:00 PM

SAIL TUESDAY.

Old North State, London	1:00 PM
Stephen, Rio Janeiro, &c	10:00 AM
Tivives, Santa Marta	11:00 AM
Advance, Cristobal, &c	3:00 PM

SAIL WEDNESDAY.

Belgic, Liverpool	Noon
Argentina, Naples and Patras	PM
Polonia, Hamburg, &c	PM
Fort Hamilton, Bermuda	11:00 AM
Zulia, Maracaibo	Noon
El Sud, Galveston	Noon
El Isleo, New Orleans	Noon

PORT OF NEW YORK, SUNDAY, MARCH 27, 1921

Steamers Due in New York.

DUE MARCH 28.

Steamer.	Sailed.	From.
Oakville	Mar 3	Immingham
Eduardo	Mar 8	Manchester
Port Caroline	Mar 11	Barry
Chantier	Mar 9	Leith
Virgil	Mar 18	Barbados
Burmese Prince	Mar 12	London
Tamarac	Mar 11	London
Nethermead	Mar 11	Newport
Maine	Mar 12	London
Noble	Mar 13	Rotterdam
La Lorraine	Mar 19	Havre
Chicago	Mar 17	Havre
Haimon	Mar 12	Immingham
Lepanto	Mar 12	Hull
Cranlake	Mar 17	St Michaels
Pastores	Mar 20	Port Limon
San Lorenzo	Mar 23	San Juan
Fort Hamilton	Mar 26	Bermuda
Creole	Mar 23	New Orleans
Polycarp	Mar 15	Para
Eagle	Mar 21	Cristobal

DUE MARCH 29.

Susquehanna	Mar 16	Bremen
New Rochelle	Mar 10	Bremen
Siboney	Mar 19	Shields
Polonia	Mar 16	Shields
West Hematite	Mar 11	Dunkirk
Wieldrecht	Mar 12	Pasages
Kennemerland	Mar 12	Amsterdam
Virginian	Mar 11	Alexandria
Orkhana	Mar 13	Gilmerton
El Rio	Mar 23	Galveston
H R Mallory	Mar 26	Havana
City of St Louis	Mar 26	Savannah
Lenape	Mar 26	Jacksonville
City of Alton	Mar 23	St Thomas

DUE MARCH 30.

United States	Mar 19	Christiania
Belvedere	Mar 10	Trieste
Aidan	Mar 22	Barbados

Almanac for New York, March 28.

Sun rises	5 48	Moon rises	11 30 PM
Sun sets	6 16	Moon sets	8 47 AM

TIME OF HIGH WATER MARCH 28.

Sandy Hook	10 59 AM	11 23 PM
Governors Island	11 35 AM	11 57 PM
Hell Gate (Astoria)	1 01 AM	1 35 PM

The time given in the above table is Eastern standard time and is furnished by the United States Coast and Geodetic Survey.

DROPPING OF TIME BALL.

NEW YORK, March 27—The time ball above the Navigation and Marine Engineering School of the Seamen's Church Institute, 25 South street, dropped to-day at exact noon, 75th meridian, or 5 hours slow of Greenwich mean time. Any one desiring correct Greenwich mean time telephone Bowling Green 3620.

ARRIVED.

Str Lapland (Br), Antwerp March 17 and Cherbourg 19th, to the Red Star Line, with 105 first, 400 second cabin and 893 steerage passengers, mails and mdse. Went to pier 61, North River.

Str Noordam (Dutch), Rotterdam March 15, Boulogne 16th and Plymouth 17th, to the Holland-America Line, with 53 first, 201 second cabin and 251 steerage, passengers, mails and mdse. Went to foot of 5th street, Hoboken.

Str Presidente Wilson (Ital), Trieste March 11, Naples 14th and Algiers 16th, to Phelps Bros & Co, with 26 first, 419 second cabin and 2,187 steerage passengers and mdse. Anchored in Quarantine.

Str Royal Prince (Br), London March 7, to Furness, Withy & Co, in ballast. Went to pier 4, Bush Docks, Brooklyn.

Str Osaga, Dublin Feb 19, Belfast 24th, Limerick March 6 and Halifax 24th, to Moore & McCormack, with mdse. Went to foot of 33d street, Brooklyn.

Str Drammensfjord (Nor), Christiania Feb 24, Stavanger 26th and Bergen 28th, to the Norwegian-America Line, with mdse. Anchored off Red Hook.

Str Lake Savus, Bremen Jan 28 and St Michaels March 17, to C B Richard & Co, with mdse. Anchored off Bay Ridge.

Str American, Hamburg March 5 and Halifax 24th, to the United American Lines, with mdse. Went to pier 7, North River.

Str Strathearn (Br), Rotterdam Feb 28 via Portland, E, March 3, to N S Smith, in ballast. Anchored off Stapleton.

Str Maashaven (Dutch), Rotterdam for Carteret, NJ.

Str Barbacena (Braz), Lisbon March 13, to the France and Canada Steamship Co, with mdse. Went to pier 80, North River.

Str Baltic (Danzig), St Michaels March 14, to R A. Hague, in ballast. Anchored off Tompkinsville.

Str Pentaff (Br), St Michaels via Norfolk, in ballast. Anchored off Half Moon, Naples March 4, to the United American Lines, in ballast. Anchored in Quarantine.

Str Takaoka Maru (Jap), Calcutta Feb 9, Colombo 15th and Port Said March 3, to the Nippon Yusen Kaisha, with mdse. Went to pier 20, Clifton, SI.

Str Acolus, Buenos Aires, Santos and Rio Janeiro, to the Munson Steamship Line, with passengers, mails and mdse. Anchored in Quarantine.

Str Quillota (Br), Guayaquil March 9, Carnaquez 11th, Buenaventura 15th and Cristobal 18th, to Sanderson & Son, with 15 passengers, mails and mdse. Went to pier 42, North River.

Str Dartford, Tampico March 19, to the Universal Transportation Co, with crude oil. Went to pier 4, Bayonne.

Str Catherine, Monte Christi March 11, Puerto Plata 12th, Sanchez and Macoris 15th, San Domingo 16th and La Romana 20th, to the Bull-Insular Line, with sugar. Went to New York Dock Co's pier 27, Brooklyn.

Str Munaires, Cardenas, to the Munson Steamship Line, with passengers and mdse. Anchored in Quarantine.

Str Palonia (Cuban), Nuevitas March 21, to the Munson Steamship Line, with sugar. Went to pier 9, East River.

Str Cananova, Antilla March 21, to the Atlantic Fruit Co, with 3 passengers and sugar. Anchored off Stapleton.

Str Caledonia (Ss), Santiago.

Str Rienconcal, Mata Redonda.

Str J A Bostwick, Galveston, to Robert L Hague, with crude oil. Went to pier 6, Constable Hook.

Str Concho, Galveston March 19, to the Mallory Steamship Co, with passengers and mdse. Went to pier 38, North River.

Str Arlo, Port Arthur March 19, to the Standard Oil Co, with crude oil.

Str Panoli, Port Arthur.

Str Eagle 29, Key West and Charleston.

Str Arapahoe, Jacksonville and Charleston, to the Clyde Steamship Co, with passengers and mdse. Went to pier 37, North River.

Str Hamilton, Norfolk, to the Old Dominion Transportation Co, with mdse. Went to pier 36, North River.

Str Lake Stirling, Richmond, to the Richmond and New York Steamship Co, with mdse. Went to pier 46, East River.

Str Willsolo, Baltimore.

Str Samland (Bel), Philadelphia March 23, to the Red Star Line, with 240 steerage passengers and mdse in transit for Antwerp. (Embarked other passengers and proceeded).

Str Antilla, Calbarien via Philadelphia, to the New York and Cuba Mail Steamship Co, with mdse. Went to New York Dock Co's pier 16, Brooklyn.

Str O T Waring, Philadelphia, to Robert L Hague. Went to pier 5, Bayonne.

Str Pittsburgh Bridge, Philadelphia, to the Susquehanna Steamship Co. Went to New York Dock Co's pier 22, Brooklyn.

U S cruiser Pueblo, Philadelphia (in tow).

Motor ship Landvard (Dutch), Porto Barada via Boston, to the New York and Cuba Mail Steamship Co. Went to New York Dock Co's pier 17, Brooklyn.

Returned: Str Iroquois, hence for Porto Plata.

WIRELESS REPORTS.

By United States Naval Communication Service.

[Distances given in miles; position at noon, unless otherwise specified.]

Afel 1,231 E Jupiter 26th.
Agwimoon 33 W Sand Key 27th.
Agwiworld 60 SSW Hatteras 27th.
Albert E Watts 271 E Tampico 26th.
Algic 122 N Hatteras 27th.
Algonquin 1,020 S Ambrose 26th.
Amelia 85 S Hatteras 27th.
Annetta 434 S Ambrose 26th.
Ausable passed Hatteras 26th.
Bakersfield 165 NW Acapulco 26th.
Baytown 357 E Tampico 26th.
Bayway 237 SW Hatteras 26th.
Bearport 1,921 W Columbia River 8 PM 24th.
Beatrice 30 N Hatteras 27th.
Bonnie Brook 98 E Overfalls 27th.
Brazeil Point 240 ESE Cape May 27th.
Caquan lat 41 39, lon 41 25 26th.
Calamares 290 S Scotland L V 27th.
Carenco 690 E Cape Henry 26th.
Carrillo 274 N Kingston 26th.
Charles M Everest 316 E Galveston 26th.
Chester Valley 1,492 E Ambrose 26th.
Chinampa 600 SW South Pass 26th.
Choluteca 120 N Hatteras 27th.
City of Alton 700 S by E Ambrose 26th.
City of Atlanta 155 NNE Hatteras 27th.
City of Rome 90 SW Nantucket 27th.
City of St Louis 127 SW Hatteras 27th.
Clement Smith 27 E Key West 27th.
Coldwater 120 SE Overfalls 27th.
Collingsworth 254 E Ambrose 26th.
Comanche 266 S Scotland L V 27th.
Comus 69 N Hatteras 27th.
Conetion 306 SW Hatteras 26th.
Cordelia 2 249 NW Balboa 26th.
Corning 100 SW Tortugas 27th.
Corozal 35 W Lobos Key 26th.
Cranford 386 SE Galveston 26th.
Creole 213 S Scotland L V 27th.
Cretan 26 E Fire Island 27th.
D G Scofield 380 S Cape May 8 PM 26th.
Dannedaike 270 E Galveston 26th.
Danville 250 SW South Pass 26th.
Darden 32 W Havana 27th.
Dauphin 180 SW Hatteras 26th.
Delrosa 1,008 S San Francisco 26th.
Derbyline 192 S Mobile 23th.
De Soto 103 N Hatteras 27th.
E R Kemp 44 S Lobos Key 27th.
Eagle 511 S Ambrose 8 PM 26th.
East Wind 220 SE Ambrose 27th.
Eastern Pilot 250 SE Cape May 27th.
Eastern Sword 336 S South Pass 26th.
Edward L Doheny 35 S Jupiter 26th.
Edward L Doheny III 128 SW Hatteras 26th.
Eldridge 519 W Seattle 8 PM 25th.
El Estero 150 NE Jupiter 26th.
El Lago 60 W Tortugas 27th.
El Oriente 10 S Jupiter 26th.
El Rio off Palm Beach 26th.
El Sol 72 N Hatteras 27th.
Elmac 140 SE by E Cape May 27th.
Easley City 632 E Yokohama 8 PM 24th.
Esparta 177 S Cape Henlopen 27th.
Essex 22 E Fire Island 27th.
Everett 111 WSW Nantucket 27th.
F D Asche 126 N Hatteras 27th.
Fred W Weller 143 SW Hatteras 27th.
Frederick Luckenbach 1,788 S San Pedro 26th.
G R Crowe 350 W Key West 26th.
Gaelic Prince 160 NE Hatteras 25th.
Galila 90 SW Hatteras 27th.
Gene Crawley 265 E Tampico 26th.
Geo G Henry 75 S Ambrose 6 PM 26th.
Gladysbe 72 SW Galveston 26th.
Glendoyle 4 E Cape Mayai 26th.
Gloucester 6 SW Fire Island 27th.
Gonzaba 156 SW South Pass 25th.
Guimba 180 E Cape May 27th.
Gulf of Mexico 300 S Sandy Hook 27th.
Gulflight 90 E Fire Island 7:20 AM 27th.
Gulfland 55 SW Nantucket 27th.
Hadnot 15 W Sand Key 27th.
Hagood 65 SW Cape San Antonio 26th.
Hampton Roads 80 E Miami 11 AM 27th.
Harvester 258 W Sand Key 27th.
Hawkeye State 1,022 W San Francisco 8 PM 25th.
Henry S Grove 169 SE Cape Romain 27th.
Hinckley 765 SE Ambrose 26th.
Honsdaga 1,250 E Cape Henry 26th.
Honolulu 1,256 E Ambrose 26th.
Hoxbar 148 E Ambrose 27th.
Huron lat 30 40, lon 61 49 26th.
Hyades 1,256 SW Tatoosh 8 PM 25th.
Imlay 1,408 W San Francisco 8 PM 23th.
Inspector 215 ESE Tortugas 27th.
J O Donnell 90 NE Sombrero 27th.
Japan Arrow 360 SE Newport 27th.
John D Rockefeller 420 SW Halifax 27th.
John Englis 1,644 W Gibraltar 26th.
Josiah Macy 183 SW Hatteras 26th.
Kaweah 130 SW South Pass 26th.
Kehuku 224 W Sand Key 27th.
Kewanee 93 E Key West 27th.
L J Drake 617 W San Juan 26th.
Lackawanna Valley 404 E Ambrose 27th.
Lake Clear lat 35 75, lon 75 14 27th.
Lake Freeland 158 S Scotland L V 27th.
Lake Frohna 232 E Ambrose 26th.
Lake Galthor 235 S Hatteras 26th.
Lake Gallatin 232 S Hatteras 26th.
Lake Marion 20 SE Mississippi River 26th.
Lake Pepin 104 S Hatteras 27th.
Lake Treba 15 NE Hatteras 27th.
Liberator 430 SE Savannah 26th.
Lightburne 77 N Hatteras 27th.
M F Elliott 173 S Ambrose 27th.
Magunkook 820 SE St Thomas 26th.
Makura 1,714 SW Victoria, BC, 8 PM 26th.
Malden passed Nantucket 27th.
Palmers Harbor 53 S Hatteras 27th.
Megantic passed Hillsboro L V 26th.
Melrose 30 WSW Nantucket 27th.
Mevania 411 N Jupiter 26th.
Mexicano 34 SW Galveston 26th.
Mexico 38 N Hatteras 27th
Minnewawa 175 E Charleston 27th.
Montague 2,924 W Columbia River 8 PM 25th.
Montoso 100 SE Cape Henlopen 26th.
Mortlake 18 S Hatteras 27th.
Munaires passed Hatteras 7:20 PM 26th.
Mundale 80 NE Cape Henry 27th.
Munrio 199 NE Jupiter 26th.
Muscatine 3 S Block Island 27th.
Nobles 212 SE South Pass 25th.
Occidental 230 NE Jupiter 26th.
Chloan 187 S Scotland L V 27th.
Oregonian 1,119 E Ambrose 25th.
Oscar D Bennett 516 W Sand Key 26th.
Palisades lat 40 22, lon 71 58 27th.
Parismina 260 N Cristobal 26th.
Pastores 270 S Sandy Hook 27th.
Paul H Harwood 261 ENE Tampico 26th.
Pawlet 2,081 W Columbia River 8 PM 25th.
Pawtucket 45 NNE Cape Charles 27th.
Pennsylvania 197 N Jupiter 26th.
Philip Publicker 28 N Matanzas 27th.
Pleiades 709 N Colon 26th.
Point Arena 38 S Sand Key 27th.
Point Loma 32 S Cape Canaveral 26th.
Poughkeepsie lat 37 28, lon 35 43 25th.
Princeton 42 S Cape Canaveral 25th.
Quisteonck 275 ENE Hatteras 27th.
Rapidan 80 SW Hatteras 26th.
Rayo 225 SW Hatteras 27th.
Republic 591 N Cristobal 26th.
Rochelle 435 S Ambrose 26th.
Rochester 47 E Sand Key 27th.
Ruth 20 E Vineyard Haven 4 PM 26th.
S B Hunt 13 SW Sombrero 27th.
S C T Dodd 1,275 S San Francisco 26th.
St Mihiel 1,165 S Ambrose 27th.
Sabine Sun 125 SW Hatteras 26th.
San Jose 922 S Cape Henry 9:30 PM 26th.
San Lorenzo 469 S Ambrose 26th.
Santa Ana 950 S Scotland L V 26th.
Santa Cecilia 550 E Ambrose 26th.
Sassenheim 60 E Savannah 26th.
Scandinavian lat 43 31, lon 66 17 4 PM 26th.
Standard 295 E Port Lobos 26th.
Stockton 2,344 W Los Angeles 8 PM 25th.
Sucrosa 250 NNE Port Lobos 27th.
Sunshine 200 E Tampico 26th.
Swiftstar 478 N Colon 25th.
Tamaroa 490 S Scotland L V 26th.
Tashmoo 270 E Ambrose 27th.
Texas 236 S Sabine bar 26th.
Texas 236 S Sabine bar 26th.
Thomas H Wheeler 150 ESE Galveston 26th.
Transportation 38 E Barnegat 4 PM 26th.
Trinidadian 36 W South Pass 25th.
Tuladi 210 S Nantucket 27th.
Turrialba 457 N Cristobal 25th.
Vacuum 177 SW Hatteras 27th.
Vesta 315 NW Tortugas 25th.
Virginia 60 from Beaufort 26th.
W B Keene 74 S Cape Charles 27th.
Walter D Munson 378 S Ambrose 26th.
Walter Hardcastle 10 S Cape San Antonio 27th.
West Cajoot 905 W San Francisco 8 PM 25th.
West Chatala 565 E Cape Henry 8 PM 26th.
West Hepburn 700 E Delaware Capes 8 PM 26th.
West Ivan 58 W Flattery 8 PM 25th.
West Isom 2,600 W Seattle 8 PM 25th.
West Keene 100 S Honolulu 8 PM 25th.
Western Chief 40 W Key West 27th.
Western Glen 792 E Ambrose 25th.