

FRIDAY, APRIL 13, 1860.

NEWS OF THE MORNING.

The first Pony Express arrived from St. Joseph, Mo., yesterday afternoon, at Carson City, at 3:30 o'clock, in nine days, according to schedule time. It brings general advices from St. Joseph and St. Louis to April 24, and from Washington to April 24, which will be found under our telegraph head, prepared and forwarded for the Union. The arrival of this Express is the time stipulated and at this season of the year, when the roads are in an unsettled condition, is a great triumph of the Central route, and must necessarily lead to additional mail facilities and other obvious advantages for California and the Pacific Coast generally. The Express is now on its way to this city, and the design is to connect with the boat which leaves for San Francisco at 2 o'clock this afternoon. It is hoped, in case the Express does not quite come to time the boat will be delayed for a while. The telegraphic messages were sent from New York, six of which were for San Francisco, and the other for Sacramento, and one from Washington for San Francisco. There was but one telegraphic message sent from this side by the Express. On the announcement by telegraph in San Francisco, of the arrival of the Pony Express at Carson City, nine guns were fired, corresponding with the number of days which the Express occupied in crossing the continent. Our citizens should also make some demonstration on the arrival of the Express in this city to-day.

The Golden Gate, with advices to March 20th, from New York and New Orleans, arrived at San Francisco yesterday at 6 p. m. Her news has been anticipated. Her list of passengers and memoranda will be noticed elsewhere.

The Pony Express, which left this city on Wednesday morning, arrived at Carson City Thursday morning, at 2:25, and left for St. Joseph, Mo., at 2:30.

The Board of Managers of the State Agricultural Society have fixed upon Wednesday evening, September 19th, for the State Fair, when the opening address will be delivered. The Fair will close September 26th.

LEGISLATIVE.

The Senate sustained the action of the Governor in his veto of Senate Bill No. 141, known as the Omnibus Wagon Road Bill, notwithstanding the endeavors of its friends to postpone the consideration of the veto message. The vote on the question of passing the bill over the Governor's veto stood: ayes, 14; noes, 17. The Committee on Commerce and Navigation made a lengthy report adversely to Assembly Bill No. 209, an Act for the improvement of the navigation of the San Joaquin river. The remainder of the day, in the Senate, was spent in considering the special order, the Senate bill to provide for a Convention to revise the State Constitution. After a lengthy debate the bill was indefinitely postponed, by a vote of 17 ayes to 12 noes.

The Bulkhead question received its quietus at the hands of the Legislature yesterday, unless a notice given of a motion to reconsider the vote by which it passed should bring it before the Assembly again. That body disposed of it, finally it is to be hoped, by a vote of 43 in its favor to 20 against. The only obstruction laid in the way of the bill's progress yesterday was a motion to reconsider for the purpose of striking out the amendment previously made by Mr. Conness. After voting this down, the bill was passed under the operation of the previous question. The Assembly administered a very just and proper rebuke to the practice of particular bills wearing arms in their intercourse with legislators, as if to meet contingencies that might be expected to arise from opposition to their pet measures. The action by which the rebuke was delivered was the indefinite postponement of the bill to create the county of Marshall, almost by an unanimous voice. This is the bill out of which the controversy that ended in the stalling of Assemblyman Bell arose. Assembly Bill No. 421, an Act for the relief of purchasers of swamp and overflowed lands, was passed, together with three or four special bills introduced yesterday. The House adjourned in very good spirits after the consummation of the bulkhead scheme.

TRIUMPHANTLY ACCOMPLISHED.—The fact of crossing on the Central route, that portion of this continent lying between the Missouri and Carson Valley, in nine days, has been accomplished by the Pony Express. That is the schedule time, and contrary to the expectations of a good many, the distance was made in that number of days. The result shows the intimate knowledge of Jones, Russell & Co. of the route, and the perfection of their arrangements. These gentlemen have demonstrated what we have asserted for years, that the Central route is much shorter than any other, and that stage coaches may be run over it from St. Joseph to Placerville in ten to twelve to fifteen days. They have run an express over it in nine days—ten from St. Joseph to Sacramento, as the messenger will be to-day in time to send the express down by the boat. The arrival of this express is a point in our history which should be marked in a public manner. The messenger ought to be welcomed by the cheers of the people, the ringing of bells and the firing of cannon. Indeed, he should be met a few miles from the city and escorted to the steamer.

As the first trip has been made in nine days we may safely calculate that those which follow will not fall short of that time. This Express will change the direction of all news from the East, as well as all letters requiring quick answers. By the Express a merchant can send a dispatch to New York city and get an answer in twenty days. It travels at almost railroad speed for such a long distance. The Telegraph Bill is reported to have passed the Senate of the United States. After the arrival of the Overland news in nine days from San Francisco to Washington City, it will be sure to pass the House of Representatives. To Jones, Russell & Co. California is under deep obligations. In this Pony Express business they have illustrated the true spirit of progress.

RECEPTION OF THE PONY EXPRESS.—A correspondent asks "if it would not be well to signalize in some way the arrival of the Pony Express in the vicinity of our city, and, ascertaining the way it would take to reach its office on Second street, to have our citizens gather along the route and give their cheers and salutations as it passed along? Some demonstration of this kind would be very appropriate to mark the consummation of a truly important event, and fraught with such great interest to the people living on this coast." We concur.

ELECTION IN SAN JOSE.—At the charter election held in San Jose on Monday, April 9th, the following were the successful candidates, all of whom are Democrats: Mayor, R. B. Buckner; Marshal, Jasper D. Gunn; Assessor, W. R. Davis; Councilmen, James R. Lowe, Arthur Shearer, John R. Wilson, Adam Holloway, and L. D. Gavit; Superintendent of Public Schools, R. P. Thompson. Buckner had 300 votes, and his opponent, J. W. Johnson, had 252.

A POINT OF VERACITY.—Some of the San Francisco papers take issue with Senator Parker on the point whether he said in a late speech in that city that the Senators who voted for the Bulkhead project violated their oaths or committed perjury. Senator Parker contends that he used no such language; the papers say he did.

FINE MARELL.—It is stated that near the wine cellar of Colonel Haraszthy, in Sonoma, fine white marble with a rose colored tint has been found in inexhaustible quantities.

COME AGAIN.

Some little time since, the Assembly indefinitely postponed a bill to fund and issue the bonds of the State for the outstanding Indian war debt created within the past five years. The amount, we believe, is about half a million of dollars. The friends of the measure were not satisfied with the disposition of things, and managed to have a bill introduced which substantially brings up the same question of issuing State bonds for Indian war debts. Indian war claims for something over \$300,000 were audited in 1856, and bonds issued to be paid by the General Government. Upon the Indian war bonds and audited claims now outstanding the State is not liable for one dollar of either principal or interest. If she issues her bonds she will become liable for both principal and interest, unless Congress were to step forward and pay the same. This will never be done until after influential men in and out of Congress become the owners of the bonds. When that time arrives an appropriation may be logrolled and purchased through Congress. That was the plan adopted to obtain the appropriation in 1854. Getting such bills through Congress has been reduced to a system, and from the pertinacity with which they are urged in California, we judge the means for securing their passage are fast becoming systematized. The margin for operating, in such cases, is enormous. The audited accounts now out, in the shape of skeleton bonds, are worth nothing in the market, probably about ten to fifteen cents, though it is said they cannot be sold at any price. They have, as we have been informed, been sold at the rate of eight cents on the dollar. Suppose there are \$300,000 Indian war bonds out, at eight cents on the dollar, they could all be bought for \$240,000. With State bonds at eighty cents—they are now quoted at eighty-eight cents in New York—the speculator would realize the enormous sum of \$60,000 by the operation of a law to fund the present outstanding war debt. The owners of the present claims, it will be seen, could afford to expend the sum of \$200,000 to secure the passage of a bill, and then realize \$100,000 in profits. Such operations are gigantic speculations upon the State Treasury. But the simple plan of operation for the speculators in those Indian war claims, would be to convey themselves and bonds to Washington City, there distribute them judiciously, and then wait the turn of events. The final payment, under such an arrangement, could not be considered very doubtful. Such probably would have been the policy adopted had the United States Treasury contained as great a surplus as it did in 1854. But just now Uncle Sam is rather short in funds, whilst the Treasury of the State is understood to be well filled. Her credit, too, is becoming first rate. This is probably the reason why the speculation is offered to the State. But were the State to issue her bonds for these Indian war claims, there would still be a splendid margin for another speculation. If they were worth only eighty cents, an appropriation by Congress to pay them in full would enable the holders to realize \$100,000. So great, indeed, are the chances for speculating in such claims, that men can employ years profitably in engineering bills through the Legislature to fund them, and through Congress to pay them.

The Indian war claims of which we are now speaking, are separate and distinct from the unpaid coupons before the Senate. These coupons, which were cut from bonds paid by Congress, amount to about \$172,000, besides some \$14,000 unpaid bonds and claims to be added. A bill to fund these claims has been ordered to an engrossment in the Senate. Should both bills become a law, the State will be involved to the amount of about \$750,000. Can her indebtedness be increased in this way without submitting the funding law to a vote of the people?

BULKHEAD PROGRESS.—The passage of the Bulkhead Bill through the Assembly yesterday, by a majority of twelve, was not unexpected. It was understood that there was a clear majority for the bill before it left the Senate. But one amendment was added, and that was offered by Mr. Conness, and provides that five per cent. of the gross receipts of the company shall be paid to the State School Fund. This is about the only redeeming feature of the bill. It will, if it becomes a law, put into the School Fund at least twenty thousand dollars a year. It may run up to double that sum. It is presumed that the Senate will concur in the amendment. Notice of a motion to reconsider was given in the Assembly, but it is not likely that the result can be changed. The majority appears to be fixed. Should the Governor sign the bill, the bulkhead will become a fixed fact unless it can be defeated, in some way, through the Courts. There are provisions in the bill that are of a very objectionable character. Some of them are so huge in their proportions that the Governor may feel it to be his duty, as the Executive officer of the State, to withhold his approval. Should he determine to do so, San Francisco will consider herself particularly favored.

As a general rule, a Governor of California ought to veto about one-half the bills passed by the Legislature, if he wishes to secure the full confidence of the people. Instinctively the people feel that they and their interests are safe from legislative rapacity and corruption if the Governor is with them and against the Legislature generally. Of course, there are measures in which a full concurrence of the co-ordinate branches—the Executive and Legislative—is proper and right, and to be expected, but as a general rule, the people of the State consider a liberal use of the veto power to be one of their surest means of protection against corrupt and improvident legislation. If one-half charged against the bulkhead bill were true, a bill never forced through the Legislature by more corrupt means than have been brought to bear in favor of the bulkhead. No measure has been before the Legislature which was more fiercely denounced by its opponents, and none to which its friends adhered with greater tenacity.

GENERAL CASTRO.—General Castro, Governor of Lower-California, is reported to have been assassinated. He will be remembered by all old Californians (we mean residents prior to 1847) for his connection with the political events which immediately preceded the hoisting of the flag and conquest of the country. General Manuel Castro was the Military Commandante of the Province, and by his oppressive course towards the American settlers in California, on the breaking out of the Mexican war, precipitated the revolution known as the Bear Flag revolt, which was merged into the regular conquest by the arms of the United States. He was not very popular with the "foreign" residents of California during his Commandership, nor was he so much admired as he was feared by the native population. He appears to have been selfish, grasping and unprincipled, and, like most petty tyrants, wanting in real courage. In the lower courts, he was a tyrant, and in the higher, a coward.

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BY TELEGRAPH TO THE UNION.

BY THE ST. JOSEPH, HENDOLIT AND PLACERVILLE AND ALTA LINES.

Arrival of the Central Overland Pony Express at Carson City.

NINE DAYS FROM ST. JOSEPH, MO.

Eleven Days Later from the East.

SCHEDULE TIME PUNCTUALLY MADE.

Triumph of the Central Route.

[BY RAILROAD FROM ST. LOUIS TO ST. JOSEPH, MO.—THENCE BY PONY EXPRESS TO CARSON CITY—THENCE BY TELEGRAPH TO SACRAMENTO.]

DATES TO APRIL 30.

CARSON CITY, April 12th.

The Pony Express, with advices from St. Louis and St. Joseph, Mo., to April 24, arrived at this place this afternoon at 3:30 o'clock, according to schedule time—nine days.

General Summary.

St. Louis, April 24.

The following summary comprises all the news of importance occurring after the departure of the Butterfield Overland Mail, which took out exclusive telegraphic dates to March 24, and is made up expressly for the Central Overland Pony Express, which will leave St. Joseph on the 24 of April, at 5 p. m.

Arrival of the California Mail.

All mails due from California have arrived in the usual time.

Domestic and Foreign News.

The general news of the country and Europe, with few exceptions, has not been particularly important.

In Europe the great question is the annexation of Savoy and Nice to France, which has been definitely determined upon.

The principal opposition came from the English press and the party opposed to the Government, by whom Napoleon is bitterly denounced.

Central Italy, by a popular vote, has almost unanimously determined upon annexation to Sardinia.

In Congress, nothing definite has been done in Overland matters.

The Telegraph Bill has passed the Senate, and will undoubtedly undergo a strict scrutiny in the House.

Congress has not accomplished much in the month of March.

Protest of the President.

The President has sent in a solemn protest against the proposed action to inquire by a Committee into his personal and official conduct.

He treats it as an insult to the sovereignty of the people, whose representative he is, and insists that the House can only proceed against him in the manner pointed out by the Constitution, viz: by Congressional impeachment.

The Message was entirely unexpected, and it is said has been wholly his own act. It has created a profound sensation in the country, and is forwarded with this in full.

The Gulf Affair.

An important current incident is the capture of Miramon's two steamers before Vera Cruz, of which you ought to have had accounts, by the American squadron, and the sending of them as piratical prizes to New Orleans. Our Government has not, up to this date, determined what to do in the premises. The matter involves much difficulty.

The Connecticut Election—The Republicans Successful.

The Connecticut election yesterday was closely contested. It was the most exciting ever held in the State.

The people paraded with banners and music in the different towns.

Buckingham, the Republican candidate for Governor, is reported to be elected without doubt, and both branches of the Legislature are Republican; the House by two-thirds, and the Senate, according to returned estimates, thirteen Republicans and eight Democrats.

If the towns to be heard from in the same as last year, Buckingham's majority will be 1,000 in the State.

Hartford, New Haven and Tolland counties give Buckingham 110,000 majority.

New Haven county, complete, gives Seymour, Democrat, 978 majority; Hartford about 800, and Middlesex 350 majority. In New London county he has a majority of 600; in Windham county, complete, 1,116; Fairfield, eight towns, 129 majority.

Litchfield and Tolland give a Republican gain.

The following are the gains in towns so far as reported: For Seymour—New Haven, 680; Portland, 876; Hartford, 848; Middletown, 290; Waterbury, 165; Bridgeport, 97; Cromwell, 69; Chaffee, 95; Fairfield, 80; Bridgefield, 55; Walton, 51; Camden, 31; Danbury, 19; Darien, 5. Incomplete returns for Seymour in Windsor Locks, 61; New Brighton, 60.

For Buckingham—Norwich, 260; New London, 122; Meriden, 50.

Cincinnati Election.

At the municipal election in Cincinnati the Democrats were triumphant.

St. Louis Election.

At the municipal election in St. Louis a majority of the Councilmen are Democrats, four Republicans, four Americans, and one Independent. School Directors: seven Republicans, one Democrat, and one American.

Election in Michigan.

At the municipal elections in Michigan the Republicans succeeded at Ann Arbor by an increased majority; at Adrian, by 9 majority; at Grand Rapids, by 15; at Jackson, by 30; and at Flint, Coldwater and Hillsdale, by the usual majorities.

The Democrats succeeded at Omsio by 200 majority; at Ypsilanti, by 100; at Niles, by 50; and at Pontiac, by 40.

Latest from Washington—Congressional Proceedings.

WASHINGTON, April 24.

In the House—Moore, of Kentucky, ineffectually attempted to introduce a bill prohibiting the Chinese coolie trade in American vessels.

Hickman, of Pennsylvania, of the Judiciary Committee, reported a bill to extend the right of appeal from the decisions of the United States Circuit Court to the United States Supreme Court. The preliminaries of the bill were discussed at length.

In the Senate the bill for the adjustment of the land claims in Florida, Louisiana, Arkansas and Missouri was passed.

Davis Territorial resolution being under discussion Salisbury made a political speech against Seward and the Republican party.

[The wires, after transmitting the above intelligence, broke down at some point near the Summit.—Eus. Union.]

BY THE STATE TELEGRAPH LINE.

The Pony Express at San Francisco—Sainte-Fire—Later from the North—Election in Portland—Similkameen Mines—Fraser River Mines.

SAN FRANCISCO, April 12th.

The announcement of the arrival of the Pony Express at Carson City this afternoon created considerable excitement here. No. 6 Engine Company fired a salute of nine guns, corresponding with the number of days in which the trip was made.

But Castro, after his second flight, abandoned the cause of his countrymen in Alta California, and afterwards turned his attention to revolutionizing California Baja. We believe he was only at the head of civil affairs in that Province by the "divine right" of revolution. He has dearly paid the penalties of his filibustering, and found his grave among a most treacherous and ungrateful people.

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The Opposition elected all the Councilmen. The election passed off pretty quietly, although a deep interest was taken in it by the citizens generally. A few rows occurred, but no serious damage was done. The whole number of votes cast for the Mayor was 741.

The Portland News, of April 24, publishes a letter from A. F. Reynolds, dated Similkameen, March 9th, in which the writer says: "The Similkameen mines are all one grand humbug, at least that is what those say who have been there and are coming back. Many are coming from California, but I would say to everybody to stop. Don't come until you are sure there is something to come for."

The same journal says: "Wm. Hale, who left the Similkameen on the 14th of March, corroborates the statement of Reynolds as to the price of claims on Rich Bar. He denies that any discoveries have been made in the bar."

The Gazette says: "Wells, Fargo & Co. shipped, on the 27th of February, \$27,526; on the 14th of March, \$7,836; on the 30th of March, \$41,921. Macdonald & Co. have also shipped \$4,500. Total, \$137,177."

The Colist says: "The news from the mines is very cheering. Above Boston Bar, claims have been struck that will pay \$100 to \$200 per day to the hand, with sluices. Most of the miners on the lower river are preparing to leave for Quesnelle. Prince Albert's Flat is said to be paying \$25 per day to the hand."

Arrival of the Golden Gate—Memoranda and Passengers.

SAN FRANCISCO, April 12th.

The Golden Gate, with dates from New York and New Orleans, to March 20th, arrived here this afternoon. Her advices have been anticipated. The following are her memoranda and passenger list:

Memoranda.

The steamer Golden Gate, R. J. Whiting, Commander, arrived at San Francisco, April 12, at 6 p. m., with United States mails and passengers from New York and New Orleans.

Steamer Golden Gate left San Francisco, March 25th, at 10:15 a. m.; March 26th, 5:10 a. m., exchanged signals with Pacific Mail Steamship Company's steamer Sonora; March 27th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, March 28th, 1:40 p. m.; March 29th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, March 30th, 1:40 p. m.; March 31st, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, April 1st, 1:40 p. m.; April 2nd, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, April 3rd, 1:40 p. m.; April 4th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, April 5th, 1:40 p. m.; April 6th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, April 7th, 1:40 p. m.; April 8th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, April 9th, 1:40 p. m.; April 10th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, April 11th, 1:40 p. m.; April 12th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, April 13th, 1:40 p. m.; April 14th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, April 15th, 1:40 p. m.; April 16th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, April 17th, 1:40 p. m.; April 18th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, April 19th, 1:40 p. m.; April 20th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, April 21st, 1:40 p. m.; April 22nd, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, April 23rd, 1:40 p. m.; April 24th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, April 25th, 1:40 p. m.; April 26th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, April 27th, 1:40 p. m.; April 28th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, April 29th, 1:40 p. m.; April 30th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, May 1st, 1:40 p. m.; May 2nd, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, May 3rd, 1:40 p. m.; May 4th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, May 5th, 1:40 p. m.; May 6th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, May 7th, 1:40 p. m.; May 8th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, May 9th, 1:40 p. m.; May 10th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, May 11th, 1:40 p. m.; May 12th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, May 13th, 1:40 p. m.; May 14th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, May 15th, 1:40 p. m.; May 16th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, May 17th, 1:40 p. m.; May 18th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, May 19th, 1:40 p. m.; May 20th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, May 21st, 1:40 p. m.; May 22nd, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, May 23rd, 1:40 p. m.; May 24th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, May 25th, 1:40 p. m.; May 26th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, May 27th, 1:40 p. m.; May 28th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, May 29th, 1:40 p. m.; May 30th, 1:40 p. m., exchanged signals with U. S. S. Albatross; arrived at San Francisco, May 31st, 1:40 p. m.; June 1st, 1:40 p. m., exchanged signals with