

THE CUBAN ELECTION

MR. PIERRA'S CONTROVERSY WITH THE SECRETARY OF WAR.

To the Editor of the Tribune: Sir: In to-day's issue of your valued paper appears in full a communication from the Honorable Secretary of War, addressed to me stating the grounds upon which he denies my application for a postponement of the Cuban election to January 31, the reform of the provincial boards of canvassers, of the Central Board of Scrutiny, etc., and I hope you will also publish my answer, in justice to the cause I am fighting, and in view of the fact that the President of the Honorable Secretary of War is based on the following facts: First, that all the members of the Central Board of Scrutiny are candidates either for Senators or for Representatives; second, that they are all partisans of one of the Presidential candidates, Señor Estrada Palma; third, that they are all members of the Estrada Palma Executive Campaign Committee; fourth, that the other Presidential candidate, General Bartolome Maso, is not represented in the board; fifth, that the said board is in charge of the general direction of the election, and in issuing orders and instructions in reference thereto it has shown itself to be partial and unfair; sixth, that it has sanctioned illegal acts in favor of the candidates of the Executive Campaign Committee; seventh, that in several of the provincial boards of canvassers General Maso is not represented; eighth, that the list of largest taxpayers (from which Senatorial electors must be selected), according to the provisions of the law, should have been posted for public inspection on October 29, and on December 1 it had not been prepared, and ninth, that the illegal selection of a delegate to the Central Board of Scrutiny of Havana had been sanctioned by the Central Board of Scrutiny.

The truth of the first seven facts—and they are of grave import—the Honorable Secretary of War does not question. In regard to the eighth he states that he has received information to the effect that the list of largest taxpayers was not posted on October 29, and in regard to the ninth he does not consider it as proved.

F. G. PIERRA, Washington, D. C., Dec. 18, 1901.

Here follow the salient portions of Mr. Pierra's letter to the Secretary of War:

What I have asserted I can prove. I think to you, satisfied with the facts, and not being interested only in two facts, not because there are not others, but because those two are of public notoriety, and because they are the only ones which are of public notoriety, namely, the illegal selection of a delegate to the provincial board and the omission to post the list of largest taxpayers on October 29, and in regard to the ninth he does not consider it as proved.

ONE REASON WHY THE REV. DR. GREER DECLINED TO BE MADE A BISHOP. The great good he accomplished at St. Bartholomew's, in to-morrow's PEOPLE IN THE PUBLIC EYE.

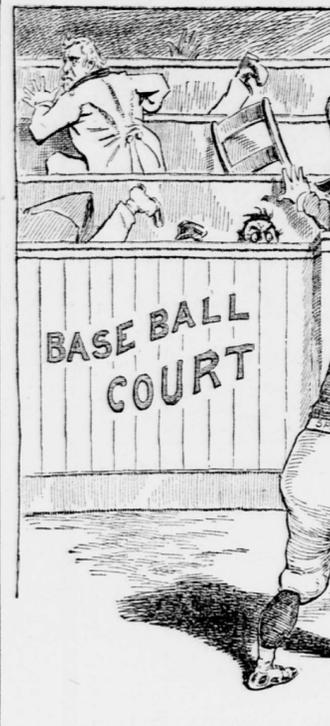
Jerry Simpson, the former Congressman from Kansas, has quit politics for good and all. He has burned the last ties that connected him with public life—the letters he had received from people during the period of his fame as a socialist statesman. There were eight tons of them in all. "Speaking of Populism," said Mr. Simpson, who is now a cattle buyer at the Wichita stock yards, "it is singular that no one has ever written me a line since I have been in the business."

As head of the "Billion Dollar Steel Trust" Charles M. Schwab has had much printed about him in various publications. Some of it is true; most of it is false. More has been written about the salary alleged to have been paid Mr. Schwab than anything else. It is reported that he received a salary of \$1,000,000 a year. This is erroneous. It was recently announced that his salary was approximately \$25,000 a year, that a part of it was contingent upon the business done by the Carnegie company of a retiring disposition. Of German ancestry, he is a product of the Carnegie school of business. Starting in practically at the bottom, he forced his way to the top by sheer merit. He is said to be the greatest authority on the practical details of the management of the Carnegie company, and his name is mentioned in connection with the formation of Andrew Carnegie's steel empire.

THE MEANINGLESS METEORS. A PLEA FOR CLOSER STUDY OF THE LARGEST THAT FALL.

To the Editor of the Tribune: Sir: We read of the fall of another large aerolite which caused the burning of fourteen houses in the village of Wyslenski, near Kiev. This missile was so large that the noise of its fall was heard fifteen miles off, and the item recalls the suggestion which has often been made before, that the aerolite particles of the largest aerolites should be more carefully examined. They look like a mass of metal that has been molten. Probably any mass of metal would have the same appearance if it had been propelled through the atmosphere of this planet at the rate at which aerolites travel. If we could produce a large steel projectile we would expect to find it at the end of its course in a similar shapeless mass, the end of its course being through friction in the atmosphere. Therefore, some of the interplanetary missiles which come to us may, for all we know, have been the most finished products of workmanship before they were started on their flight. It may not be wholly fanciful to suggest that the central portions of one of these missiles, which have been found to contain the story of the age. The smallest evidence of workmanship would tell, and for the first time, that some of the aerolites which think and members we first see are not so much as they are thought to be.

A NATIONAL TRIBUTE TO MCKINLEY. To the Editor of the Tribune: Sir: There would be special fitness in the creation of a memorial to President McKinley which would have approved. He would have cared for a memorial arch as General Grant



ANOTHER KIND OF ARBITRATION.

For the street museum on Riverside Drive. To a man who loved children and delighted in the happiness of the people, a park would be an appropriate memorial, and for it or a hospital or a Christian institution, the harmonious sounds of music would give more gladly than toward the most magnificent archway that could be built.

ONE REASON WHY THE REV. DR. GREER DECLINED TO BE MADE A BISHOP. The great good he accomplished at St. Bartholomew's, in to-morrow's PEOPLE IN THE PUBLIC EYE.

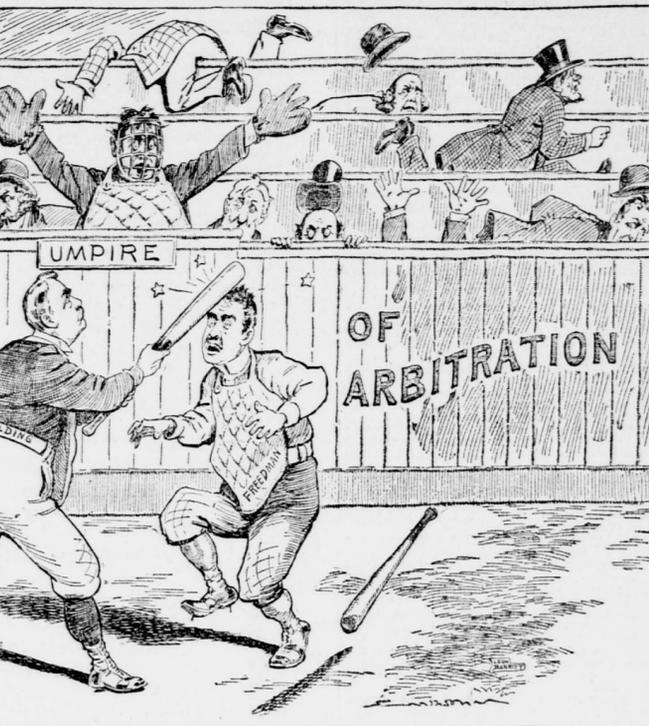
Jerry Simpson, the former Congressman from Kansas, has quit politics for good and all. He has burned the last ties that connected him with public life—the letters he had received from people during the period of his fame as a socialist statesman. There were eight tons of them in all. "Speaking of Populism," said Mr. Simpson, who is now a cattle buyer at the Wichita stock yards, "it is singular that no one has ever written me a line since I have been in the business."

As head of the "Billion Dollar Steel Trust" Charles M. Schwab has had much printed about him in various publications. Some of it is true; most of it is false. More has been written about the salary alleged to have been paid Mr. Schwab than anything else. It is reported that he received a salary of \$1,000,000 a year. This is erroneous. It was recently announced that his salary was approximately \$25,000 a year, that a part of it was contingent upon the business done by the Carnegie company of a retiring disposition. Of German ancestry, he is a product of the Carnegie school of business. Starting in practically at the bottom, he forced his way to the top by sheer merit. He is said to be the greatest authority on the practical details of the management of the Carnegie company, and his name is mentioned in connection with the formation of Andrew Carnegie's steel empire.

THE MEANINGLESS METEORS. A PLEA FOR CLOSER STUDY OF THE LARGEST THAT FALL.

To the Editor of the Tribune: Sir: We read of the fall of another large aerolite which caused the burning of fourteen houses in the village of Wyslenski, near Kiev. This missile was so large that the noise of its fall was heard fifteen miles off, and the item recalls the suggestion which has often been made before, that the aerolite particles of the largest aerolites should be more carefully examined. They look like a mass of metal that has been molten. Probably any mass of metal would have the same appearance if it had been propelled through the atmosphere of this planet at the rate at which aerolites travel. If we could produce a large steel projectile we would expect to find it at the end of its course in a similar shapeless mass, the end of its course being through friction in the atmosphere. Therefore, some of the interplanetary missiles which come to us may, for all we know, have been the most finished products of workmanship before they were started on their flight. It may not be wholly fanciful to suggest that the central portions of one of these missiles, which have been found to contain the story of the age. The smallest evidence of workmanship would tell, and for the first time, that some of the aerolites which think and members we first see are not so much as they are thought to be.

A NATIONAL TRIBUTE TO MCKINLEY. To the Editor of the Tribune: Sir: There would be special fitness in the creation of a memorial to President McKinley which would have approved. He would have cared for a memorial arch as General Grant



ANOTHER KIND OF ARBITRATION.

For the street museum on Riverside Drive. To a man who loved children and delighted in the happiness of the people, a park would be an appropriate memorial, and for it or a hospital or a Christian institution, the harmonious sounds of music would give more gladly than toward the most magnificent archway that could be built.

ONE REASON WHY THE REV. DR. GREER DECLINED TO BE MADE A BISHOP. The great good he accomplished at St. Bartholomew's, in to-morrow's PEOPLE IN THE PUBLIC EYE.

Jerry Simpson, the former Congressman from Kansas, has quit politics for good and all. He has burned the last ties that connected him with public life—the letters he had received from people during the period of his fame as a socialist statesman. There were eight tons of them in all. "Speaking of Populism," said Mr. Simpson, who is now a cattle buyer at the Wichita stock yards, "it is singular that no one has ever written me a line since I have been in the business."

As head of the "Billion Dollar Steel Trust" Charles M. Schwab has had much printed about him in various publications. Some of it is true; most of it is false. More has been written about the salary alleged to have been paid Mr. Schwab than anything else. It is reported that he received a salary of \$1,000,000 a year. This is erroneous. It was recently announced that his salary was approximately \$25,000 a year, that a part of it was contingent upon the business done by the Carnegie company of a retiring disposition. Of German ancestry, he is a product of the Carnegie school of business. Starting in practically at the bottom, he forced his way to the top by sheer merit. He is said to be the greatest authority on the practical details of the management of the Carnegie company, and his name is mentioned in connection with the formation of Andrew Carnegie's steel empire.

THE MEANINGLESS METEORS. A PLEA FOR CLOSER STUDY OF THE LARGEST THAT FALL.

To the Editor of the Tribune: Sir: We read of the fall of another large aerolite which caused the burning of fourteen houses in the village of Wyslenski, near Kiev. This missile was so large that the noise of its fall was heard fifteen miles off, and the item recalls the suggestion which has often been made before, that the aerolite particles of the largest aerolites should be more carefully examined. They look like a mass of metal that has been molten. Probably any mass of metal would have the same appearance if it had been propelled through the atmosphere of this planet at the rate at which aerolites travel. If we could produce a large steel projectile we would expect to find it at the end of its course in a similar shapeless mass, the end of its course being through friction in the atmosphere. Therefore, some of the interplanetary missiles which come to us may, for all we know, have been the most finished products of workmanship before they were started on their flight. It may not be wholly fanciful to suggest that the central portions of one of these missiles, which have been found to contain the story of the age. The smallest evidence of workmanship would tell, and for the first time, that some of the aerolites which think and members we first see are not so much as they are thought to be.

A NATIONAL TRIBUTE TO MCKINLEY. To the Editor of the Tribune: Sir: There would be special fitness in the creation of a memorial to President McKinley which would have approved. He would have cared for a memorial arch as General Grant

THE PASSING THROUG.

"There have been two great and prolific architects of the past," said Hiram Woodbury, of Portland, Me., at the Murray Hill Mansard Hotel yesterday, "who have left in AS AN their native countries left more ARCHITECT examples of their works than almost any other two in history.

One is J. H. Mansard, whose hideous abominations make full many a blot on the fair landscape of France, and the other is Sir Christopher Wren, who added so much to the beauty of past and present London when he conceived and erected St. Paul's Cathedral. Mansard's monstrous roof that bears his name. This roof Mansard first added to Louis XIV's palace of Versailles, and so enamored did he become of his own invention, that he even clapped it on each and every building with which he had to do. "Sir Christopher Wren, on the other hand, touched only to adorn. St. Paul's Cathedral is a wondrous pile, and there we find him at his best. The great fire that devastated London in September, 1666, WITH gave to Wren a wide and comparatively new field to work upon, and the English people owe a great debt to the wonderful genius and resource that Wren brought to the work. No less than fifty churches were erected on plans of his after this fire, besides innumerable other buildings, Marlborough and Buckingham houses are among the best of his work in England. He died in 1703, and everywhere the same good taste and high ideals of the architect are to be seen. He himself died in 1703, and is buried under the choir of St. Paul's. In America we have a noteworthy example of his style in the Old North Church in Virginia. This college is the second oldest in the country, being next to Harvard in point of age. The original building was designed by Sir Christopher Wren. When building St. Paul's, Wren received a salary of \$1200 a year, in stark contrast with the charges of architects in modern times. St. Paul's cost nearly \$600,000 to erect, and the cost of the other churches which Wren erected after the great fire are grouped according to a general plan, of which St. Paul's was the center. Wren, politically, he was a long ago lost in the growing city, and nowhere save from a balloon can he now be viewed in its entirety.

"Sir Christopher Wren, on the other hand, touched only to adorn. St. Paul's Cathedral is a wondrous pile, and there we find him at his best. The great fire that devastated London in September, 1666, WITH gave to Wren a wide and comparatively new field to work upon, and the English people owe a great debt to the wonderful genius and resource that Wren brought to the work. No less than fifty churches were erected on plans of his after this fire, besides innumerable other buildings, Marlborough and Buckingham houses are among the best of his work in England. He died in 1703, and everywhere the same good taste and high ideals of the architect are to be seen. He himself died in 1703, and is buried under the choir of St. Paul's. In America we have a noteworthy example of his style in the Old North Church in Virginia. This college is the second oldest in the country, being next to Harvard in point of age. The original building was designed by Sir Christopher Wren. When building St. Paul's, Wren received a salary of \$1200 a year, in stark contrast with the charges of architects in modern times. St. Paul's cost nearly \$600,000 to erect, and the cost of the other churches which Wren erected after the great fire are grouped according to a general plan, of which St. Paul's was the center. Wren, politically, he was a long ago lost in the growing city, and nowhere save from a balloon can he now be viewed in its entirety.

OBITUARY. DR. GEORGE BAYLES. Orange, N. J., Dec. 20 (Special).—Dr. George Bayles, who lived at No. 44 Main-st., died this morning of heart failure, after an illness of two days. He was born in New-York City on August 7, 1836, and was graduated from the College of the City of New-York in 1856 and afterward from the College of Physicians and Surgeons. After graduation he became surgeon on a packet ship of the United States, and later in the Civil War he offered his services to the government and was appointed assistant surgeon in the 5th Regiment, New-York Volunteers. Later he was transferred to the 1st Regiment, New-York Heavy Artillery, and finally to the 4th Regiment, being made surgeon with the rank of major.

At the close of the war Dr. Bayles became a sanitary inspector at Irvington-on-the-Hudson and later an inspector of children's diseases for the New-York Board of Health. In 1879 he moved to Orange, N. J. Dr. Bayles became a fellow of the New-York Association of Medicine in 1867. He was a member of the medical staff of the Orange Mountain Hospital, of the Orange Mountain Medical Society, a former president of the Essex District Medical Society, and a member of the New-York Medical Society of the New-England Society of Orange, the Essex County Country Club, Izal Dodd Post No. 12, G. A. R., and the Orange Club.

MRS. JAMES A. BLANCHARD BETTER. SHE RECEIVED NO INTERNAL INJURIES WHEN KNOCKED DOWN BY A CAB HORSE. Justice James A. Blanchard, whose wife was knocked down by a cab horse at Fifth-ave. and Twentieth-st., on Thursday, said yesterday that she was much better, and that he hoped to be permitted to remove her from the New-York Hospital to her home last evening. Mrs. Blanchard received no internal injuries, so far as could be determined, but was considerably bruised, and suffered from a severe headache.

TWO JOES IN TROUBLE. HAVING SUSTAINED DAMAGES, THEY ARE AMBITIOUS TO COLLECT DAMAGES. The following piece of news was sent to The Tribune yesterday: Rubber neck Joe a museum freak and Joe Richardson a gymnast, were among the several hundred who were on the Penn ferry boat in her collision last Tuesday night. Of the weak women and helpless children who were on board, two were injured. The gymnast got a broken knee cap and Rubber neck got a broken leg. They have brought suit against the boat company.

GOVERNOR GREGORY BURIED. Wickford, R. I., Dec. 20.—Attended by staff officers, State off. 15 judges of the courts, members of the Senate and House and citizens of prominence, the body of William Gregory, late Governor of Rhode Island, was buried in Elm Grove Cemetery to-day. The body was removed from the church in Wickford, R. I., at 10 o'clock, and the funeral, the Rev. Frederick B. Cole, rector of the church, conducted the service. Company A, of the State Militia, followed the casket, and the body of the body to the cemetery. The flags on all public buildings throughout the State were at half-mast. A salute of seventeen guns was fired in Providence.

THE DAIKIN CHRISTMAS GIFT. The latest Christmas gift, the new handkerchief perfume, Dainty and distinctive. Blowing Daily. The glass works at Belleville and St. Louis are daily blowing over 300,000 bottles, which are to be filled with the famous "DaiKIN" perfume, manufactured by the Anheuser-Busch Brewery, St. Louis, Mo.

THE WEATHER REPORT. YESTERDAY'S RECORD AND TO-DAY'S FORECAST. Washington, Dec. 20.—The weather continues clear and cold under the influence of an area of high pressure which covers the Ohio and the middle and lower Mississippi valleys. An area of low pressure is moving southward from the Atlantic coast. The precipitation of the last twenty-four hours has been exceedingly light and all in the form of snow. It was confined to the lake region and the mountain districts of the Middle Atlantic and the Gulf Coast. A temperature of 22 degrees is reported at New Orleans, and 16 below at St. Paul, Minn. The temperature has risen from 15 to 30 degrees in the Missouri Valley, Kansas, Nebraska, Oklahoma, and Texas. Generally fair weather is indicated for all districts east of the Mississippi River for Saturday and Sunday. The weather will be cloudy and unsettled in the Southwest and the Missouri Valley Saturday and Sunday. Snow is indicated for Upper Michigan, Minnesota and Northern Wisconsin Saturday and probably Sunday.

Table with 2 columns: Time (Morning, Noon, Night) and Temperature (in degrees Fahrenheit). Includes a section for 'FORECAST FOR TO-DAY AND SUNDAY' and 'TRI-BUNE LOCAL OBSERVATIONS'.

THE WOODLAWN CEMETERY.

Office 20 East 23rd Street, Madison Square South.

Special Notices. The Hospital Saturday and Sunday Association. Hospital Saturday, Dec. 28. Hospital Sunday, Dec. 29.

METHODS OF CONTRIBUTING. Through the Collections of the Churches on Hospital Sunday. Through the Synagogues on Hospital Sunday. Through Auxiliary Associations in Trades, as follows: Good's Auxiliary—Louis Sts. Treasurer, 51 Franklin Street. Bankers and Brokers—R. J. Cross, President; August Belmont, Treasurer, 22 Nassau Street. Cigar and Tobacco Trade—Wm. H. Cummings, President; Henry Rosenwald, Treasurer, 145 Water Street.

WILL OF F. S. PHILIPS STANDS. JUSTICE DISMISSES BROTHER'S SUIT, BUT SAYS HE OUGHT TO HAVE BEEN PROVIDED FOR. Justice O'Gorman yesterday dismissed the action brought by James Ralph Philips against Mrs. Martha Bagg Philips and Mrs. Grace McGreggor Philips to have the will of his brother, Fleming Stanhope Philips, declared void. Mrs. Martha Bagg Philips is the widow and executrix of the testator, but she secured an annulment of her marriage to her in New-Jersey eighteen years ago. It was alleged by James Ralph Philips' counsel that this decree was illegal, as Fleming Stanhope Philips was not a resident of New-Jersey, and because the decree was secured by fraud and collusion.

TRIBUTE SUBSCRIPTION RATES. SINGLE COPIES. DAILY, 5 cents. WEEKLY, 15 cents. TRIBUNE ALMANAC, 25 cents. BY EARLY MAIL TRAIN. For all points in the United States (outside of Great Britain) and Canada and Mexico, see below. DAILY AND SUNDAY. One Month, \$1.00. Three Months, \$2.50. Six Months, \$4.50. Twelve Months, \$8.00. SUNDAY ONLY. One Month, 80 cents. Three Months, \$2.00. Six Months, \$3.50. Twelve Months, \$6.00. WEEKLY ALMANAC. One Month, 25 cents. Three Months, 75 cents. Six Months, \$1.25. Twelve Months, \$2.00. TRIBUNE ALMANAC. One Month, 25 cents. Three Months, 75 cents. Six Months, \$1.25. Twelve Months, \$2.00.

AMERICAN ABROAD will find The Tribune at LONDON: Brown, Gold & Co., No. 54 New-Oxford-st. New-York Office of The Tribune is a convenient place to leave advertisements and subscriptions. For rates and conditions of advertising, see the following: Regular and supplementary mails close at 10 o'clock. Branch half at 12 o'clock. Supplemental mails for Europe and Central America, via Colon, close one hour later at foreign branch.

TRANSATLANTIC MAILS. SATURDAY.—At 9 a. m. for Porto Rico, per s. s. Ponce, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (mail for Savannah and Charleston). At 10 a. m. for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 11 a. m. for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 12 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 1 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 2 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 3 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 4 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 5 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 6 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 7 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 8 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 9 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.).

TRANSATLANTIC MAILS. SATURDAY.—At 9 a. m. for Porto Rico, per s. s. Ponce, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (mail for Savannah and Charleston). At 10 a. m. for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 11 a. m. for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 12 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 1 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 2 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 3 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 4 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 5 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 6 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 7 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 8 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 9 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.).

TRANSATLANTIC MAILS. SATURDAY.—At 9 a. m. for Porto Rico, per s. s. Ponce, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (mail for Savannah and Charleston). At 10 a. m. for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 11 a. m. for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 12 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 1 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 2 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 3 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 4 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 5 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 6 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 7 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 8 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 9 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.).

TRANSATLANTIC MAILS. SATURDAY.—At 9 a. m. for Porto Rico, per s. s. Ponce, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (mail for Savannah and Charleston). At 10 a. m. for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 11 a. m. for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 12 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 1 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 2 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 3 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 4 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 5 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 6 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 7 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 8 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 9 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.).

TRANSATLANTIC MAILS. SATURDAY.—At 9 a. m. for Porto Rico, per s. s. Ponce, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (mail for Savannah and Charleston). At 10 a. m. for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 11 a. m. for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 12 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 1 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 2 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 3 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 4 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 5 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 6 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 7 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 8 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.). At 9 o'clock for Havana, per s. s. Havana, via San Juan, P. R., and Venezuela, per s. s. Maracaibo (supplementary 10-30 a. m.).