STOCK ADVANCES CONTINUE

The Market Develops an Amazing Buying Power.

Burlington and Northern Pacific Suffer Through Want of Information as to the Deal—Striking Rises Appear in the Railway Quarter.

NEW YORK, April 18.—After stating the fact that the general stock market continued to advance today, very little that was new could be told in connection with the dealings. The most important news of the morning was, of course, that respecting the improving conditions in the threatened labor troubles at Pittsburg.

The London market for American stocks was, as a rule, quoted at prices below those of the final dealings in the London market yesterday, and the dealings here for foreign account were overshadowed by the magnitude of the local trading. Scant attention appeared to be paid to the statements of railway traffic submitted today, although most of them were very gratifying showings.

There was again an abundant supply of money on call at the average rates prevailing throughout the week, with an increased disposition evident on the part of the lenders to put out their funds on time. Slight change appeared in the dealings in foreign exchange. Under these general circumstances, the market opened with a somewhat irregular tendency, but soon developed general and aggressive strength.

The public was again without definite information respecting the Burlington and Quincy-Northern Pacific arrangement, apart from that furnished in the somewhat negative statements published in the newspapers. At the same time, it seems to be a fact that the transaction in question has virtually been concluded and that official announcement is withheld pending only the settlement of a few details of small significance.

It was again the case that the trading in general varies but little from the conditions which have become familiar to all observers of the market in the last few months. The so-called professional element decried and contested the advance; the general tenor of the advice of commission houses was toward extreme caution, notwithstanding which facts a buying power almost amazing in extent was evident at the close.

In some cases the continued liquidation of small speculative pools was reflected in further declines, but, broadly considered, the market could be described only as another noteworthy chapter in the movement. The usual number of rumors of one sort or another, bearing on particular stocks, were again current, but seemingly the advances appearing, while, of course, influenced in part by manipulation, were owing to a renewal of the genuine absorptive and investment demand which has been evident in the market for so long a period.

There remain only to be cited some of the more pronounced movements of the day. In the railway list the most striking advances were in the Atchison shares, St. Paul, Missouri, Kansas and Texas, St. Louis and Southwestern preferred, the Southern Railway issues, and Union Pacific.

Nothing new appeared in the discussion ending these several movements. It is commonly expected that Atchison common will be placed upon a 4 per cent dividend-paying basis at the next dividend declaration period, and at all events the current speculation in the stock is based upon that notion. The advances in Missouri, Kansas and Texas and St. Louis and Southwestern were likewise to be explained only by the general acceptance of the idea of the general amalgamation of the roads in the Southwestern States.

As regarded St. Paul, the few opinions seem to be more commonly entertained than that the quotations for the stock are altogether too low, or, that is to say, out of relation to the prices obtaining for the other Granger securities. Considerations of present merits and prospects only could be cited in connection with the aggressive strength of the Southern Railway issues and Union Pacific.

Both Burlington and Union Pacific suffered comparatively through the absence of official statements regarding the arrangement between those two properties.

In other quarters of the market material advances were shown throughout the local traction group, where the conspicuous feature was Metropolitan Street Railway. Among the specialties Colorado Fuel and Iron scored a further sharp advance on purchases apparently designed to obtain control of the property, while Tennessee Coal and Iron and People's Gas were also extremely strong. The copper stocks again fluctuated extensively and erratically.

The strongest features of the industrial quarter were American Smelting and United States Steel Corporation stocks, the latter naturally responding to the encouraging news from Pittsburg.

New York Stock Market.

Corrected daily by W. B. Hibbs & Co., members of the New York Stock Exchange, 1419 F Street.

	Open.	High.	Low.	Clos.
American Cotton Oil	36⅝	36⅝	36¼	35¼
American Sugar	150½	150⅝	147⅝	147⅝
American Tobacco	128½	128½	128½	128½
Atchison	67¼	69⅝	66⅞	69⅝
Atchison pfd	96	96⅝	95⅝	96⅝
Baltimore & Ohio	92⅝	93⅝	92¼	92⅝
Baltimore & Ohio pfd	90⅝	90⅝	90½	90½
Brooklyn Rapid Transit	83¼	84½	82⅞	83⅞
Chesapeake & Ohio	46⅝	46⅝	46¼	46½
Chicago, B. & Q.	195½	196½	195⅝	195⅝
Chicago & Northwestern	204	205	204	205
C., M. & St. Paul	153⅝	157⅝	153¾	156
Chi., R. I. & Pacific	152¾	154⅝	151⅝	152
Chicago & G. Western	23	23¼	22¼	23⅛
Colorado Fuel & Iron	38	38	38	38
Consolidated Gas	231⅞	234⅝	231⅞	233
Continental Tobacco	47⅝	48⅝	47½	47⅝
Continental Tobacco pfd	104⅝	104⅝	104⅝	104⅝
Delaware & Hudson	170	170½	170	170½
Federal Steel	53¼	53¼	53¼	53¼
General Electric	225½	225½	225½	225½
Illinois Central	139½	142	139½	141½
Louisville & Nashville	106⅝	108⅝	106	105
Metropolitan Traction	171	175	171	173⅝
Manhattan Elevated	127	128⅝	127	127½
Missouri Pacific	104⅝	105½	104⅝	104⅝
M., K. & T. pfd	64⅝	67⅝	64⅝	67
New Jersey Central	155	155	155	155
New York Central	152	152	151⅝	152⅝
N. Y., Ontario & W.	34⅝	34⅝	34	34⅝
Northern Pacific	102½	103	102⅝	103
Northern Pacific pfd	98	98½	97⅝	98⅝
Pacific Mail	36¼	36¼	35⅝	35⅝
Penna. R. R	158¼	159	158¼	158⅝
People's Gas	114½	115⅝	112⅝	114¼
Reading 1st pfd	75⅝	75⅝	75½	75⅝
Southern Pacific	45⅝	46⅝	45⅝	46⅝
Southern Railway	27⅞	29⅝	27⅞	29⅝
Southern Railway pfd	90⅝	93	90⅝	93⅝
Texas Pacific	42½	43⅝	42½	43
Tenn. Coal & Iron	67	69⅝	66⅝	67¾
Union Pacific	94⅝	96⅝	94⅝	96
Union Pacific pfd	85⅝	86⅝	85½	86
U. S. Leather	13⅝	13⅝	13⅝	13⅝
U. S. Leather pfd	77⅝	78½	77½	77⅝
U. S. Rubber	30½	32½	30⅝	30⅝
Wabash pfd	20⅝	20⅝	20	20⅝
Western Union Tel.	94	94⅝	93½	93½
Amalgamated Copper	124	124⅝	121¼	123⅝
Erie	39⅝	40½	39½	40⅝
Erie 1st	70⅝	71½	70	71½
U. S. Steel	45⅝	47¼	45⅝	46⅞
U. S. Steel pfd	94⅝	94⅝	93⅝	94⅝

Soon after the opening of the market yesterday the statement was made, on alleged authority, that there is to be no strike of the employes of the United States Steel Corporation. The news, generally regarded as trustworthy, acted as a fillip to the market and during the first hour there were sharp advances in many securities, after a little hesitation at the opening. Later the market held its own, but made no further gains. Steel common advanced more than a point, to 47¼, and the preferred, although less buoyant, did more than hold its own. In the railway list the gains were even larger in many securities and these, too, should be regarded as due to the better labor news, for the most part at least. The fear of a strike against the new billion dollar corporation has hung very heavily over the market. Of other news there was little. London sold American securities and, with the exception of the Eries, the London prices were off. The Bank of England discount rate remains at 4 per cent. Money was easier yesterday, as it was on Wednesday. Definite official announcement of any phase of the "Burlington deal" is withheld from day to day, although day after day it is promised by the wiseacres. Careful people continue to assert that whatever the announcement may be, when made, it cannot show Burlington to be worth its present prices, intrinsically. The supposed completion of the deal is causing much comment as to the retaliatory measures that may be adopted by other large interests in the West, the St. Paul and the Northwest among them.

Opinions regarding the market are naturally much at variance. There are many confident people advising the purchase of stocks all over the list for much further gains, and others talk of a crash being imminent. It is probable, however, that neither of these extreme opinions is near the truth. Many stocks are too high, measured by any standard of actual values, and in the end these securities are sure to get back to their proper level. In the reaction they are even likely to go below their legitimate level. Other securities may have a further advance. The people that have been manipulating the recent market are not likely to allow any violent break if they can prevent it.

The latest statement regarding the terms of the Burlington purchase is that the stockholders of the company will be given $200 in 4 per cent bonds for each share of stock. This is a slightly better deal than $220 or even $225 in 3½ per cent bonds. Inconceivable as it may seem, it is stated that the Burlington controlling interests refused the offer of $220 in 3½ per cent bonds. As has been pointed out in this column heretofore, the Burlington company has not, at any time in its history, earned enough to pay the interest on this bond issue. Burlington stock was somewhat reactionary yesterday, it failing to advance with other railway issues.

It is stated in authoritative quarters that the controlling interests in the Chicago and Northwestern Railway are considering plans for counteracting the effect of the Burlington deal. An extension to the Pacific Coast has been much discussed, it is said. A rumor along the same line is that the St. Paul people have similar ambitions not to be outdone by the Northern Pacific-Great Northern-Burlington consolidation. They, too, are said to be figuring on a line to the Coast. It seems likely that some plan for joining forces may be adopted by these two systems. Perhaps the Union Pacific may be acquired by them or an alliance may be made with it which will prevent the necessity of new construction. The Northwest is a Vanderbilt property, and the St. Paul is regarded as a Rockefeller system. The Union Pacific is in friendly relation with the Vanderbilts, but it is regarded generally as a Kuhn-Loeb-Harriman system. A union of these three systems would be a mighty one. A fine boom in Union Pacific yesterday was attributed by some to the possibility of an alliance of this kind. The stock advanced two points in a few minutes to about 96. Rumors of an increase in the dividend on the stock also had some effect. St. Paul was strong.

The Atchison securities were very strong after the opening quotations. The common advanced to above 69. Tips were in the street that it will soon sell at 80. The reason for the bullish feeling regarding the stock is undoubtedly to be found in the rumors that the Pennsylvania people are buying the stock heavily with the intention of securing control. Pennsylvania was also strong. The Pennsylvania system, if it buys the Atchison, will be in a position to compete in the West with the great combinations. The rumor is not improbable.

The Gould securities were again strong. Missouri Pacific and Missouri, Kansas and Texas being the features. The street is looking for a Gould deal this week, or early next, and is telling of much higher prices to be expected in Missouri Pacific.

J. Overton Paine, the New York stock broker that turned a small beginning into two million dollars in a few months, a year or two ago, and that has made himself pretty well known all over the East as an interesting and picturesque writer on the market, was in the city yesterday making arrangements for a branch office here. He will open at 1331 F Street in a few days with M. D. Jacobs, of this city, as his manager.

The Southern Railway securities were both buoyant yesterday, the preferred especially getting as high as 93 and closing practically at the top. The recent heavy buying of the stocks in London has caused many careful market people to look for an advance in them as a result of Mr. Morgan's work on the other side. Both are selling at relatively low prices compared with much of the remainder of the market.

The tractions were taken up again yesterday. The tips to buy these stocks have been persistent. There is no known reason for their advance except the manipulation of insiders on the strength of the general market. Metropolitan at one time reached 175 and it closed with a good net gain. Manhattan and Brooklyn had smaller gains.

United States Steel common advanced to 47¼ and the preferred advanced to 94⅝. Both closed near the top prices for the day. It is suggested that Mr. Morgan may have cabled his lieutenants that a strike must be avoided at all hazards and that the result of this cablegram probably was the much more conciliatory attitude of the magnates yesterday. The chances of a strike, according to the views of the magnates, are very small if they are not nil. The steel securities are considered by many to be among the best on the list at the present level of the market. They are not high compared with earnings, or with the dividends that have been promised by the insiders to their friends. On the contrary, they are fairly cheap. In such a market as this, with prices away above actual values, securities that will pay from 6 to 10 per cent on the investment must be considered an excellent speculation.

Colorado Fuel and Iron and Tennessee Coal and Iron were both buoyant early yesterday, but later both sold off somewhat. They closed with good net gains, however. The Colorado stock went as high as 93 and closed at 91. Both of these securities are being manipulated. They are regarded by many as on the gold brick order.

Sugar had a break from 150⅝ to 147⅝ and it closed at the bottom. The stock had little or no support apparently. No news that would account for its weakness was heard.

Washington Stock Exchange.

Sales—Masonic Hall 5's, 1,000@107. American Security and Trust Company, 4@295; 10@291; 10@290. Bank of Washington, 100 @415. National Metropolitan Bank, 100@300. West End National Bank, 100@103. Capital Traction, 10@194¾; 10@194¼. Potomac Insurance Company, 30@72. People's Fire Insurance Company, 20@5. Washington Gas, 200@57⅝; 1110@57⅞. Mergenthaler Linotype, 100@162¾—seller 60. Lanston Monotype, 300 @14⅝. After call—Washington Traction and Electric 4's, 7,000@93⅝. Mergenthaler Linotype, 200@162¾; Union Trust and Storage, 100@108¾. Lanston Monotype, 100@14⅝. Chesapeake and Potomac Telephone, 200@27. American Security and Trust Company, 5 @290.

GOVERNMENT BONDS.	Bid	Asked
U. S. 2's, R, 1930-30, Q. J.	106⅝	106⅝
U. S. 2's, C, 1930-30, Q. J.	106⅝	106⅝
U. S. 5's, R, 1908, Q. F.	110⅝	111⅝
U. S. 5's, B, 1908, R. C. F.	111⅛	112¼
U. S. 4's, 1907, Q. J.	112⅝	113⅝
U. S. 4's, 1907, Q. J.	113½	114
U. S. 4's, R, 1925	138⅝	139⅝
U. S. 4's, C, 1925	139⅝	140
U. S. 5's, R, 1904	110¼	111¼
U. S. 5's, C, 1904, Q. F.	111⅝	112⅝
DISTRICT OF COLUMBIA BONDS.		
Funding currency, 2.65's	124	125

MISCELLANEOUS BONDS.	Bid	Asked.
Capital Traction R. R. 4's	108	109
Wash. Trac. & Elec. Coll. 4½'s	68¾	68¾
Met. R. R. 5's, 1925	119½	121½
Met. R. R. Cert. Indebtedness A	107	----
Met. R. R. Cert. Indebtedness B	107	----
Columbia R. R. 6's, 1914	122	125
Columbia R. R. 2d mort. 5's	107	----
City & Suburban R. R.	92	----
Anacostia & Potomac 5's	90	----
Wash. Gas. Co., ser. A, 6's, 1902-'27	110	115
Wash. Gas. Co., ser. B, 6's, 1901-'26	110	115
U. S. Elec. Light, Deb. Imp., 1907.	107	110
U. S. Elec. Light, Cert. Indebt.	106	110
Ches. & Pot. Tel., Con. 5's	106¾	107
American Security & Trust 5's, 1905	110	----
Wash. Market Co., 1st 6's, 1892 1911, $7,000 retired annually	110	----
Wash. Mkt. Co., Imp. 6's, 1912-'27.	----	----
Wash. Mkt. Co., ext. 6's, 1914-'27.	----	----
Masonic Hall Ass'n 5's, C, 1908	100¾	110
American Graphophone, Deb. 5's	100	103
SAFE DEPOSIT AND TRUST COMPANIES.		
National Safe Deposit	147	150
Wash. Loan and Trust	174	----
American Security and Trust	229½	234
Washington Safe Deposit	65	----
Union Trust & Storage	108	108¾
RAILROAD STOCKS.		
Capital Traction	104¼	104⅝
City & Suburban	25	----
GAS STOCKS.		
Washington Gas	*57½	57⅝
Georgetown Gas	62	----
NATIONAL BANK STOCKS.		
Bank of Washington	412	445
Metropolitan	290	----
Central	325	300
Farmers and Mechanics'	227	----
Second	160	----
Citizens'	170	----
Columbia	175	----
Capital	160	170
West End	129¼	121
Traders'	135	----
Lincoln	122	125
INSURANCE STOCKS.		
Firemen	30	----
Franklin	45	----
Metropolitan	78	84
Corcoran	65	----
Potomac	70	----
Arlington	29¼	30¼
German-American	230	----
National Union	9	9½
Columbia	11⅝	----
Riggs	7¾	9
People's	6	6⅝
Commercial	4	5
Colonial	117	120
TITLE INSURANCE STOCKS.		
Real Estate Title	83	----
Columbia Title	4⅝	5
Washington Title	3⅝	4¼
District Title	5	----
TELEPHONE STOCKS.		
Chesapeake & Potomac	74¾	75
MISCELLANEOUS STOCKS.		
Mergenthaler Linotype	162⅝	162⅝
Lanston Monotype	14¼	14⅝
American Graphophone	1⅛	10⅝
American Graphophone, pfd	11⅝	12
Pneumatic Gun Carriage	.05	----
Washington Market	15⅝	18
Norfolk & Washington	*100	----

*Ex-dividend.

THE CHICAGO GRAIN MARKET.

Wheat Firm and Active, With Corn Dull and Lower.

CHICAGO, April 18.—Wheat was fairly active and firm. Reports of damage from the Southwest and an improvement in the import demand, 56 loads at the seaboard, were the factors and induced some covering by local shorts. Commission houses supplied the demand on the advance. Liverpool was steady, ¼@⅜d higher, Paris ⅜c lower. Primary receipts were again larger than last year. Clearances, 250,000 bushels. The "Price Current" reports the winter wheat crop in good condition, but backward.

Corn was dull and lower. The trade was light. Local leaders were more bearishly inclined and sold July moderately. Not much effort was made to support prices. It was thought that Phillips sold May on these hard spots through brokers, while he bid the market up personally. Country movement was light. Primary receipts, 249,000 bushels. Today's carlots were only 91, with 140 for tomorrow. The cash sales yesterday were 300,000 bushels. Nothing reported up to the close today. The seaboard had 53 loads.

It was a weather market in oats, firm early but weak late. Some talk of manipulation in May caused shorts to cover. There was fair outside buying of July. One of the leading local bulls sold May and bought July. The seaboard reports 120,000 bushels cash oats sold. Carlots 148, with 134 estimated for tomorrow.

Chicago Grain and Provision Market.

Corrected daily by W. B. Hibbs & Co., members of the New York Stock Exchange, 1419 F Street.

	Open.	High.	Low.	Clos.
WHEAT.				
May	71	71⅝	70⅝	71⅛B
July	71½	71⅝	71¼	71⅝
CORN.				
May	44⅝	44⅝	43⅝	43⅞-44
July	43⅞-44	44⅛	43½	43⅝
OATS.				
May	25⅝	25⅝	25⅝	25⅝
July	25¼	25¼	25	25
PORK.				
May	----	14.37	14.07	14.10
July	14.22	14.35	14.22	14.27
LARD.				
May	8.07	8.07	8.00	8.05
July	7.95	8.00	7.95	7.97
RIBS.				
May	8.12	8.17	8.07	8.10
July	7.92	7.92	7.82	7.90

New York Cotton Market.

	Open.	High.	Low.	Clos.
May	8.12	8.16	8.09	8.11
July	8.08	8.14	8.04	8.08
August	7.75	7.79	7.72	7.74

BALTIMORE PRICE CURRENT.

Wholesale Provision and Grain Market Quotations in Full.

BALTIMORE, April 18.—Following are today's quotations in the local wholesale provision and grain markets:

Wheat—Stock in elevators, 414,343 bus. The market for Southern was firmer in sympathy with an improved opening in Western. Receipts were freer and all offerings sold readily by sample at 74c, 76½c, 77c, and 78c, as to condition. No. 2 red nominally firmer at 78½c.

Corn—Stock in elevators, 1,259,045 bus. Receipts of Southern were light, and with a good demand for prime of both colors the market ruled firm. Sales by sample of white at 48½c delivered, and of yellow afloat at 48c. Cob firm at $2.55 per bbl for carload lots prime yellow on spot.

Flour—Market was quiet. Western super, $2.30@2.40; Western extra, $2.45@3; Western family, $3.25@3.50; winter patents, $3.80@4; spring patents, $3.95@4.20; spring straight, $3.85@3.95; spring bakers', $2.90@3.15; Baltimore best patents, $4.75; Baltimore high grade family, $4.65; Baltimore high-grade extra, $4.25; Baltimore choice family, $4; Maryland, Virginia and Pennsylvania super, $2.30@2.40; Maryland, Virginia and Pennsylvania extra, $2.45@3; Maryland, Virginia and Pennsylvania family, $3.25@3.50; City Mills super, $2.50@3.65; Rio extra, $3.75@3.90; rye flour, medium to choice, $2.90@2.25.

Oats—The market was quiet. Stock in elevators, 142,622 bus; white, No. 2, 33@33½c; do No. 3, 32¼@32¾c; do No. 4, 31½@32c; do, ungraded, 31@33½c; mixed, No. 2, 31@31½c; do No. 3, 30½@31c; do No. 4, 29½@30c; ungraded, 29½@31½c.

Rye—The market was quiet. Stock in elevators, 57,756 bus; No. 2 nearby, in carlots, 57c; No. 2 rye, 55c; No. 2 Western rye, 58c; export elevator, 59@60c, on track uptown. Bag lots nearby quotable at from 59@58c per bus, as to quality and condition.

Butter—The market is firm. Creamery separator, extra, 23@23½c; extra first, 22@22½c; creamery first, 20@21c; creamery imitation, extra, 17@18c; Iowa and Northwestern ladle, extra, 16@17c; do, extra first, 14@15c; Western store-packed, 13@14c; Ohio rolls, first, 15@16c; second, 13@14c; West Virginia rolls, first, 14@15c; second, 12@14c; Elgin creamery prints, ½-lb, 26@28c; do, 1-lb, 24@25c; do, 2-lbs, 23@24c; Maryland and Pennsylvania creamery prints, ½-lb, 24@25c; do, 1-lb, 23@24c; do, 2-lbs, 22@23c.

Eggs—The market was firm. Strictly fresh, 13½c; Western, 13½c; duck eggs, 15c; goose eggs, 25c.

Poultry—Market is firm. Old fowls, 10@10½c per lb; young chickens, 11@12c per lb; winter chickens, 16@20c per lb; spring chickens, 25@30c; roosters, 25@30c apiece; ducks, 9@10c per lb.

Green Coffee—Market quiet. No. 7 (Rio grade), 6½@6⅝c.

Roasted coffee—Market steady. Bulk roasted coffee—Pure Java, 22c; Maracaibo, 22c; pure Laguayra, 22c; pure Santos, 18½c; African Java, 19c; Rio blend, 18½c; Peaberry mixture, 18c; pure Mocha, 30c; Java-Mocha blend, 27½c. (These coffees are in fancy bags, paper-lined.) If packed in cans or tubs, ½c higher.

Package Brands—E. L. C., 100-lb cases, 12c; 60-lb cases, 12 1-10c; 36-lb cases, 12 2-10c; Lion coffee, in 100-lb lots, 12.30c; in 60-lb lots, 12.50c.

Cotton—Market steady; middling, 8⅝c; strictly low middling, 8¼c; low middling, 8⅛c. Stock in Baltimore, 4,402 bales.

FOREIGN MAILS.

WASHINGTON, D. C., POSTOFFICE NOTICE. Should be read daily, as changes may occur at any time.

FOREIGN MAILS are forwarded to the ports of sailing daily, and the schedule of closings is arranged on the presumption of their uninterrupted overland transit. For the week ending April 20, 1901, the last connecting closes will be made from this office as follows:

Trans-Atlantic Mails.

FRIDAY—(b) At 6:05 p. m. for EUROPE, per s. s. Campania, from New York, via Queenstown. Mail for GERMANY must be directed "Per s. s. Campania."

(b) At 7:15 p. m. for EUROPE, per s. s. K. M. Theresia, from New York, via Cherbourg, Southampton, and Bremen.

(b) At 7:15 p. m. for EUROPE, per s. s. Vaderland, from New York, via Southampton. Mail must be directed "Per s. s. Vaderland."

(c) At 11:05 p. m. for NETHERLANDS direct, per s. s. Amsterdam, from New York. Mail must be directed "Per s. s. Amsterdam."

(c) At 11:05 p. m. for SCOTLAND direct, per s. s. Astoria, from New York. Mail must be directed "Per s. s. Astoria."

Mails for South and Central America, West Indies, Etc.

FRIDAY—(c) At 9:15 p. m. for BRAZIL, per s. s. Coleridge, from New York. Mail for NORTHERN BRAZIL, ARGENTINE REPUBLIC, URUGUAY, and PARAGUAY must be directed "Per s. s. Coleridge."

(c) At 11:05 p. m. for JAMAICA, per s. s. Admiral Schley, from New York, via Port Antonio.

(c) At 11:05 p. m. for BERMUDA, per s. s. Trinidad, from New York.

(c) At 11:05 p. m. for PORTO RICO, via San Juan, VENEZUELA and CURACAO, per s. s. Caracas, from New York. Mail for SAVANILLA and CARTHAGENA must be directed "Per s. s. Caracas."

(c) At 11:05 p. m. for FORTUNE ISLAND, JAMAICA, SAVANILLA, and CARTHAGENA, per s. s. Altai, from New York. Mail for COSTA RICA must be directed "Per s. s. Altai."

(c) At 11:05 p. m. for ARGENTINE REPUBLIC, URUGUAY, and PARAGUAY, per s. s. Coronda, from New York.

(c) At 11:05 p. m. for MATANZAS, CAIBARIEN, NUEVITAS, GIBARA, and BARACOA, per s. s. Olinda, from New York, ordinary mail only, which must be directed "Per s. s. Olinda."

(c) At 11:05 p. m. for HAITI and SANTA MARTHA, per s. s. Alps, from New York.

SUNDAY—(f) At 10:30 a. m. for NASSAU, N. P., per steamer from Miami, Fla.

Mails for NEWFOUNDLAND, by rail to North Sydney and thence via steamer, close here daily, except Sunday, at 12:00 m., and on Sundays only at 11:30 a. m. (d) (h)

Mails for MIQUELON, by rail to Boston and thence via steamer, close here daily at 2:15 p. m. (d)

CUBA MAILS close here via Port Tampa, Fla., Wednesdays, Fridays, and Sundays at 2:30 p. m., and via Miami, Fla., Tuesdays and Saturdays at 10:30 a. m. (f)

Mails for MEXICO overland, unless specially addressed for despatch by steamers sailing from New York, close here daily at 10:30 a. m. and 10:30 p. m. (k)

Mails for BELIZE, PUERTO CORTEZ, and GUATEMALA, by rail to New Orleans and thence via steamer, close here daily at 10:00 p. m., the connecting closes for which being Mondays.

Mails for COSTA RICA, by rail to New Orleans and thence via steamer, close here daily at 10:00 p. m., the connecting closes for which being Tuesdays.

Trans-Pacific Mails.

Mails for HAWAII, via San Francisco, close here daily at 7:00 p. m., up to April 22, for despatch per s. s. Mariposa. (o)

Mails for CHINA,* JAPAN, and PHILIPPINE ISLANDS,** via Seattle, close here daily at 7:00 p. m. up to April 23, inclusive, for despatch per s. s. Tosa Maru. Registered mail must be directed "Via Seattle." (o)

Mails for AUSTRALIA (except West Australia, which goes via Europe), and New Zealand, which goes via San Francisco) and FIJI ISLANDS, via Vancouver, close here daily at 7:00 p. m., after April 13, and up to April 27, inclusive, for despatch per s. s. Aorangi. (o)

Mails for CHINA,* JAPAN, HAWAII, and PHILIPPINE ISLANDS,** via San Francisco, close here daily at 7:00 p. m. up to April 28, inclusive, for despatch per s. s. Nippon Maru. (o)

Mails for CHINA* and JAPAN, via Vancouver, close here daily at 7:00 p. m., up to April 30, inclusive, for despatch per s. s. Empress of China. Registered mail must be directed "Via Vancouver." (o)

Mails for AUSTRALIA (except West Australia, which is forwarded via Europe), NEW ZEALAND, FIJI, SAMOA, and HAWAII, via San Francisco, close here daily at 7:00 p. m., after April 28, and up to May 4, for despatch per s. s. Sierra. (o)

Mails for TAHITI and MARQUESAS ISLANDS, via San Francisco, close here daily at 7:00 p. m., up to May 13, inclusive, for despatch per s. s. Australia. (o)

*Mails for COCHIN CHINA are forwarded to New York, for connection with European steamers.

**PHILIPPINE ISLANDS (Military Mail), despatched to San Francisco, at all closes, for that office, to connect with Government transports, the sailings of which are irregular.

(b) Registered mails close at 1 p. m. same day.
(c) Registered mails close at 8 p. m. same day.
(d) Registered mails close at 8 a. m. same day.
(e) Registered mails close at 1 p. m. previous Saturday.
(f) Registered mails close at 1 p. m. previous day.
(h) Registered mails close at 8 p. m. previous Saturday.
(k) Registered mails close at 8 p. m. previous day.
(o) Registered mails close at 6 p. m. previous day.

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