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SOLDIERS WERE NOT COMPLAINERS.

The Men Who Went to Cuba to Engage in the Campaign

Knew What They Had to Encounter and Were Glad to Do So.

Instead of Complaining, All Seemed Grateful to the President and Secretary of War for Giving Them an Opportunity to Incur the Dangers and Hardships—General Jos. W. Wheeler Refutes Sensational Articles Which Have Appeared in Papers Trying to Cast Odium on the Administration.

CAMP WIKOFF (Montauk Point, N. Y.), Sept. 2.—Major-General Joseph Wheeler gave the following to the Associated Press to-day:

"Headquarters United States Forces, Camp Wikoff (L. I.), Sept. 1.—The following is a sample of the letters we are constantly receiving regarding the soldiers in the camp:

"'In regard to my stepson, we feel very uneasy about him on account of the newspaper reports of the privation and suffering inflicted on the private soldiers. Although he has never uttered a complaint since he has been in the army, we hear from other sources of the cruel and horrible treatment inflicted upon our soldiers under the pretense of humanity for our neighbors, and the whole country is in a state of terrible excitement. I should not be surprised if the feeling should lead to a revolution of some kind, for I assure you I hear on all sides the most violent and bitter denunciations of the War Department and the Administration. It is indeed a great pity that the glory of our triumphs should be dimmed by such a shameful thing as the ill-treatment and starvation of our own brave soldiers, while the Spanish prisoners have the best treatment that the country can afford.'

"It will be seen that this letter says that not a word of complaint has been received from this soldier, and so far as my investigation goes, no complaint has been made by any of the brave soldiers that have added glory to our arms in the Cuban campaign. A great many anxious fathers, mothers, brothers or sisters arrive here from all parts of the United States to look after their relatives, whom they say the papers tell them are suffering, and many of them have heard that their relatives are in a condition of starvation. Most of these people are little able to expend the money for such a journey, and they are surprised when they come here to find their relatives surrounded with everything to eat which can be produced by money, and if sick in the hospital they are gratified and surprised to find that they are given every possible care.

"In reply to a direct request that I give the exact facts as I see them, I will state:

"Every officer and soldier who went to Cuba regarded that he was given a great privilege to engage in that campaign. They knew they were to encounter yellow fever and other diseases, as well as the torrid heat of the country, and they were proud and glad to do so. They knew that it was impossible for them to have the advantage of wagon transportation which usually accompanied an army, and yet officers and men were glad to go, to carry their blankets and their rations on their backs, and to be subjected, without shelter, to the sun and rains by day and the heavy hazes by night. They certainly knew that the Spaniards had spent years in erecting defenses, and it was their pleasure to assault and their duty to capture the Spanish works.

"They were more than glad to incur the hardships and these dangers. They went there and did their duty, each man seeming to feel that American honor and prestige was to be measured by his conduct. The brave men who won the victories did not complain of the neglect of the Government, but on the contrary they seemed grateful to the President and the Secretary of War for giving them the opportunity to incur these dangers and hardships. They realized that in the hurried organization of an expedition by a Government who had no one with any experience in such matters it was impossible to have everything arranged to perfection; and they will testify that under the circumstances the conditions were much more perfect than any one would have reason to expect, and that the President and Secretary of War and others who planned and dispatched these expeditions deserve high commendation.

"One reason why our army was lacking in some respects in equipage was that a telegram was received from Admiral Sampson stating that if the army reported there immediately they could take the city at once, but if there should be delay the fortifications of the Spaniards would be so perfected that there might be great difficulty in taking it. On receiving this dispatch from Admiral Sampson the War Department directed the army to move at once, and as all connected with the army will recall, the orders were received after dark, and the army was in motion, had traveled nine miles, and was on the ships at daylight.

"When the expedition sailed for Cuba it went there escorted by a large fleet of warships. At that time it was regarded as impossible for a merchant ship to sail on the ocean safely from any American port to Santiago, but as soon as the Spanish fleet was destroyed, so that it was possible for unarmed ships to sail safely to Santiago, the generous people of the United States subscribed money without limit and dspatched ship after ship loaded with luxuries and delicacies for the Santiago army, and everything that could be accomplished for their comfort was done by the President and Secretary of War.

"After the surrender had been completed and arrangements perfected for transporting the Spanish army to Spain the President and Secretary of War sent shipping to Santiago and transported our army to one of the most healthful locations in the United States. The point selected by the Secretary of War was so situated that thorough protection was given the people of the United States from the danger of yellow fever contagion. The soldiers upon their arrival at this place received every care and bounty which could be procured by money. The President and Secretary of War directed that their health and comfort should be cared for without reference to expense, and in addition the people within a circle of 100 miles vied with each other in shipping to them carloads and steamboat loads of luxuries of all kinds.

"I have just finished my daily inspection of the hospitals. With rare exceptions, the sick are cheerful and improving. I have nurses and doctors to care for them, and in all my many tours I have not found a single patient who made the slightest complaint. It is true there has been suffering, and great suffering. The climate of Cuba was very severe upon all our soldiers, but instead of complaining the hearts of those brave men are filled with gratitude to the people for the bounteous generosity which has been extended to them.

"There is no doubt that there have been individual cases of suffering, and possibly neglect, among the soldiers, not only in Cuba, but since their arrival at this place. Nearly 20,000 men were brought from a yellow fever district to the United States. It would have been criminal to have landed them and allowed them to go promiscuously among the people. It has been stated by physicians that if it had been done yellow fever would have spread through many of our States. To avoid such a catastrophe a point which is more thoroughly isolated from the people than any other locality which could be found was selected. By these wise means the country has been saved from a scourge of this fearful disease.

"Every one will realize that to land 18,000 men and put them on bare fields, without any buildings whatever, could not be done without some hardships. Over 5,000 very sick men have been received in the general hospital, and as many more sick have been cared for in the camps, and yet only about sixty deaths have occurrerd in these hospitals. Tents had to be erected and hospitals constructed and preparations made to supply those 18,000 men with wholesome water, food, medicines, physicians, nurses, cooks, hospital furniture, wagons, ambulances and the other needs essential to caring for 18,000 men, fully half of whom are very sick or in a feeble physical condition. In addition to this most of the bedding and much of the clothing was left in Santiago, to prevent yellow fever infection. All of these deficiencies have had to be supplied. We have but one line of railroad to bring these supplies, and sometimes there have been delays."

MUSTERING OUT TROOPS.

The Sixth and Seventh California Among the Number.

WASHINGTON, Sept. 2.—A statement prepared at the War Department shows that eighty-three of the organizations in the volunteer army have received orders looking to their being mustered out of the service. This number includes fifty-three regiments and a number of minor organizations, such as batteries of artillery, independent companies of cavalry, etc., and probably represents about one-third of the approximated 220,000 men called for by the President in two proclamations issued by him.

The following California regiments have been ordered mustered out: Sixth California Volunteer Infantry, now at San Francisco, to be mustered out at the same place; Seventh California, now at San Francisco, to be mustered out at their armory at Los Angeles.

SAN FRANCISCO, Sept. 4.—The news that the Sixth and Seventh Regiments of California Volunteers were to be mustered out, while the Eighth was to remain in service, created little excitement among the troops most interested. The soldiers have accepted the inevitable in the same cheerful spirit that they would have received an order to go to the front. The Seventh, which comes from Southern California, will be mustered out at its armory in Los Angeles. The Sixth, largely composed of men from the Sacramento and San Joaquin Valleys, which is now doing garrison duty around San Francisco Bay, will be mustered out in this city. The Eighth, now at Camp Barrett, in Oakland, may take the place of the Sixth in guarding the Benicia arsenal and various points in this vicinity, in conjunction with the California Heavy Artillery, which is also to remain in the service for the present.

IN PORTO RICO.

General Brooke Issues an Order Assuming Command of Troops.

GUAYAMO, Sept. 1.—(Delayed in transmission.)—Upon General Miles' departure to-day, General Brooke issued an order assuming command of the troops in this country, and the bridges along the military road are being repaired and General Brooke will start northward on Saturday morning. The march to San Juan will consume four days. The General expects to establish his headquarters at Rio Piedras, outside the city, owing to the crowded condition of San Juan, which is filled with Spanish troops.

General Brooke will retain active command over the troops left on this side of the island. Colonel Glassford assumes charge of the telegraphic system, with two companies of the signal corps.

SWEPT TO THEIR DEATH.

Four Young Women Out in a Pleasure Yacht Drowned.

ERIE (Pa.), Sept. 2.—By the accidental jibing of the sail of the pleasure yacht Carmenca on Presque Isle Bay this evening four young women were swept off into the water and drowned before assistance could be rendered. Their names are: Mary, Delia and Ella Paradine, daughters of William Paradine, a machinist, and Jessie Moore, a daughter of John H. Moore, an engineer of the Erie and Pittsburg Railroad.

The four girls named were seated upon the roof of the yacht's cabin, when a sudden puff of wind coming down from the wooded shore, an unexpected direction, caused the sail to jibe, sweeping the four off into the water. As quickly as possible the yacht was put about, but with the headway obtained it was impossible to reach the spot in time to save any of the girls.

THE QUESTION OF DIFFERENTIALS.

Important Decision by Interstate Commerce Commission.

Relating to the Trouble Between Canadian Pacific and American Roads.

The Finding Against the Foreign Company, Though the American Lines Are Not Granted All They Contended For.

WASHINGTON, Sept. 2.—The Interstate Commerce Commisison in the Canadian Pacific passenger rate case decided to-day that the Canadian Pacific is not entitled to the differential passenger rates contended for. The passenger tariff involved in this dispute also applies between St. Paul and other localities and points on the Pacific Coast, which arose from the refusal of American lines to longer continue allowing the Canadian Pacific a differential basis under which fares from the East to Pacific Coast points by that route were less than those by the American lines by $7.50 on a first-class and $5 on second-class business. Very large reductions in rates have been made during the contest. The Canadian Pacific reduced the first-class fare from Boston to Seattle first from $71.75 to $40, and then on March 10th last to $35. This was after the commission had suspended the long and short haul clause to enable the American lines to meet the rates made by the Canadian Pacific. This order was to expire on June 30th, but on June 27th, the suspension was extended by the commission until January 1, 1899, and about the time this was done the present inquiry was instituted.

Investigation was made in Chicago on August 1, 1898, and the decision now rendered is based upon the facts then disclosed. The decision says:

"The first agreement for a differential in favor of the Canadian Pacific was in 1888, when the Transcontinental Association was formed. The Great Northern became a transcontinental line in 1893, made large reductions in passenger rates from St. Paul to the Pacific, and it subsequently agreed to give the Canadian Pacific an all-rail connection to Seattle, Tacoma and Portland, in return for which the Canadian differentials through St. Paul were waived, and the Great Northern obtained the train service to Vancouver.

"The differentials were, however, continued on the Canadian Pacific main line until after the United States Supreme Court decided that the Trans-Missouri Freight Association came under the anti-trust law. The then existing Transcontinental Association was thereupon dissolved. The Klondike travel soon after assumed considerable volume, and the Canadian Pacific found upon inquiry that the tickets were being sold by the American lines at from $10 to $15 less than their tariff rates, the concessions being made through increased commissions allowed to ticket agents. The American lines asserted that the Canadian Pacific had also cut the rates, but insisted that this was not material to this investigation, in which the differential is the real matter at issue.

"The Canadian Pacific offered to arbitrate the differential question, provided the old rates should first be restored, but this was due to the heavy Klondike traffic, and the American lines refused. Subsequently it made this offer without any conditions and the American roads appear to have consented, with the exception of the Great Northern. The other lines afterward came around to the Great Northern view."

The commission is unable to find in the testimony anything outrageous in the conduct of the Canadian Pacific in this matter. It says there may be reasons why this particular differential ought never to have been granted, but insisting upon it that the company simply claimed what numerous American roads had claimed, and what many were enjoying. Whatever induced it to openly reduce its rates, the Great Northern and Northern Pacific, its chief competitors, had cut their rates in willful violation of the law, and thereby not only abolished the differential but took a substantial differential for themselves. If the American lines deemed the differential unwarranted they should have published a rate which ignored it.

Neither does the commission see anything radically wrong in the present attitude of the Canadian Pacific respecting the settlement of this question. Its proposition for arbitration was not unfair. On the other hand, the commission disclaims any intention to criticise the decision for refusing to arbitrate.

In view of the aid granted to the American roads by suspension of the long and short haul clause, and the request for its continuance, the commission finds it necessary to determine whether this claim for a differential is just, and says that all along this has been the real source of contention between the parties.

The commission holds that the claim made in behalf of the American roads that no Canadian road is entitled to a differential under any American line on American business is probably untenable, even from the standpoint of the American roads, as some Canadian roads, notably the Grand Trunk, work in close connection with American lines, and the public interest in reduced rates caused by competition is not to be ignored.

The application of a rule that a Canadian road shall in no case charge less than an American road might go further toward destroying the benefits of Canadian competition. Whether or not Canadian roads should be allowed to participate at all in the carrying trade of the United States is a much broader and altogether different question. Under an Act of Congress they are now admitted to such participation, and whether this is wise or the reverse is not seem to have any business with a traffic between these points, and that a differential should be denied on that ground. But the Canadian Pacific does not seriously contend for acquisition on San Francisco business, and its real aim for the consideration of Congress or the treaty making power, and it is pointed out that this is one of the subjects before the Anglo-American session now at Quebec.

Passing to the question of fact, whether at the present time the Canadian Pacific ought to have a differential on the business involved, the commission holds that the distance between New York and San Francisco by the Canadian Pacific is about 4,000 miles, as against 3,000 by the direct American routes; that the Canadian Pacific does with differential should be applied to Portland and points on the North Pacific Coast and upon the Atlantic coast to Eastern Canada, New England and the State of New York. Between these sections the Canadian Pacific has a natural and feasible route, and should be treated as a competing line.

The time and distance by various routes are compared, and the claim of the Canadian Pacifice that it ought to have a differential on account of longer time consumed is found to have little force, from the fact that it makes much better time via St. Paul than over its main line, and the presumption is that it could make as fast time over the latter route. A railroad must not create a disability for the sake of obtaining a differential.

Every other consideration except that of time is against the granting of the differential. Its imperfect physical conditions and lack of connections have all been changed. Of all these competing lines the tracks of the Canadian Pacific alone extend from ocean to ocean. Its roadbed and equipment are equal to any. It may be doubted if the name of any of its rivals, perhaps any American road, is more generally known throughout the civilized world than is that of the Canadian Pacific. When this differential was first granted business to Pacific Coast points went largely to San Francisco. Practically none went north to Vancouver. It is largely in consideration of that fact that the differential was then allowed. To-day this is not so. The great volume of traffic is by these north transcontinental routes to Puget Sound or to points beyond.

Ten years ago the Canadian Pacific was out of the direct line of traffic between the West and the Pacific Coast. To-day it has a direct line for a large portion of that traffic. In location, distance, construction, equipment, through car service, reputation, facilities for obtaining business, and scenic attractions, the Canadian Pacific would not for a moment admit its inferiority to either of the others. Again, the use of differentials is almost exclusively confined to trunk-line territory and rates made in combination therewith. The Great Northern is at a disadvantage as compared with the Northern Pacific in the matter of obtaining an equal proportion of passenger traffic, and yet the Great Northern asks for differentials. No line, American or Canadian, ought to insist upon a differential unless it is at a manifest disadvantage. This is especially true of the Canadian Pacific, a Canadian institution, built largely by Government aid and for Government purposes. If it comes into the United States to compete for traffic between the United States points it should be content to operate upon the same terms as its American competitors, unless those terms are clearly unjust or unreasonable. It should not insist upon a different order of things here unless it can make its title to the demand clear beyond all question. The Canadian Pacific appears, however, to be entitled to make as low a rate on this transcontinental business as any American line.

The Commission further points out that it has also suspended the long and short haul clause on American lines on business to and from the Kootenay mining district, in British Columbia, and upon traffic between the provinces of Quebec and Ontario and the province of Manitoba.

The decision, which was written by Commissioner Prouty, concludes as previously reported.

Capt. Cotton Goes to Mare Island.

WASHINGTON, Sept. 2.—Acting Secretary Allen assigned Captain C. S. Cotton to duty as Captain of the Mare Island navy yard, in the place of Commander Brice, retired, who has been serving not only as Captain of the yard, but as Acting Commandant since the death of Admiral Kirkland. Captain Cotton is at present in command of the Harvard, and has been detached, with the privilege of a short leave at home before assuming his new duties. It is expected that within a few days an Admiral will be assigned to command the Mare Island yard.

Cruisers St. Paul and St. Louis.

PHILADELPHIA, Sept. 2.—The auxiliary cruisers St. Paul and St. Louis to-day at Cramps were returned to the International Navigation Company by the Government. There was no ceremony attendant upon the transfer beyond the hauling down of the American flag and the raising of the ensign of the International Navigation Company. The officials of the company were notified that the Harvard and Yale, now in New York, would also be turned over to-day to the company.

Tragedy in Kentucky.

LOUISVILLE, Sept. 2.—A special to the "Post" from Harrodsburg, Ky., says: Wm. Morgan, a brother-in-law of Colonel Jack Chinn, the well known Blue Grass turfman, was shot twice in the breast and stabbed in the abdomen once by James Moberly this morning. Morgan died shortly after. There had been an old grudge between the two men, which culminated in a personal encounter.

Quarantine Raised.

GALVESTON, Sept. 2.—State Health Officer Blunt has raised the quarantine against Galveston, and the city was never more healthy than at present. The quarantine was but temporary, and was placed last Friday, August 26th, on account of a suspicious case of fever at Fort Point.

The Covadonga Arrives Home.

SANTANDER (Spain), Sept 2.—The Spanish transport Covadonga, which sailed from Santiago de Cuba on August 18th with 2,148 Spanish soldiers, 109 Spanish officers, 44 women and 45 children, a total of 2,346 passengers, arrived here safely to-day.

Will Call a Peace Conference.

BERLIN, Sept. 2.—It is the intention of Russia, according to reliable information obtained by the correspondent here of the Associated Press, to convene a peace conference a month after the adjournment of the Spanish-American conference.

INTERNATIONAL CONFERENCE.

Representatives of Industries of the United States

Fighting to Have No Change Made in Duties on Canadian Products.

The Subject of Reciprocity a Difficult One to Settle—The Joint Commission Holding Sessions at Quebec Takes an Adjournment Until the Twentieth Instant.

QUEBEC, Sept. 2.—The joint commission of the United States, Canada and Newfoundland, after ten day's work, adjourned at 2 o'clock this afternoon to meet again in this city September 20th at 11 a. m. All the American Commissioners, excepting Mr. Kasson, will return to their homes or Washington. Mr. Kasson will remain in Quebec. The sub-committees and Secretaries will continue their work at their homes during the recess.

Three powerful industries of the United States, by their representatives, have appeared here praying the American members of the conference to make no change in the duties now imposed upon the Canadian products of lumber, fish and pulp paper. The lumber interest is the most important of the three, and it is known that between this and the reconvening of the conference active steps will be taken by the United States lumber men to forestall any action on the part of the commission in the way of opening wider lumber markets in the United States for Canadian lumber.

If the joint high commisison had nothing to do but to settle the Behring Sea question, the boundary lines of Alaska, the fisheries or any group or all of the twelve questions enumerated in the protocol, no doubt they could do it, but the greater question of reciprocity has seemed to force itself before the conference, and the question will be difficult to settle.

A man closely identified with the United States Government, and who has followed the work of the conference very closely, made the following statement this afternoon:

"The labor of the American members of the commission has been greatly increased by the attitude of the representatives on the subject of reciprocity. I understand that they demand as a condition precedent to the settlement of the international questions which have long pended between Canada and the United States, an agreement of some kind in reference to reciprocity. This would not be so difficult of solution, were it not for the fact that from the newspapers in Canada and from the impression of the public men here, it is very evident that the reciprocity which they are willing to enter is not the kind of reciprocity that the American people for the past twenty years have discussed and now unanimously favor.

"Since I have been here I have carefully observed the situation, and have learned that Canada expects the United States to give them an exclusive preferential duty in our market, while they propose to admit our goods only upon the same condition that the products of Great Britain are admitted. The Canadian idea is that in our markets they are to have an advantage as against the rest of the world, while in their market they will give us only an equal opportunity to compete with Great Britain. The kind of reciprocity which the Americans favor, and which the commercial bodies of the United States have asked our Commissioners to secure, is the reciprocity which gives an equal advantage in the respective markets in the countries which are parties to the agreement, and that this advantage should be exclusively enjoyed by each country.

"Had these various commercial bodies known at the time they considered and passed their resolutions what kind of reciprocity Canada wanted, it is doubtful if any of them outside of the Boston Chamber of Commerce would have favored or would have presented these resolutions which are now in the hands of the Commissioners. It was then known that such great national industries in the United States as agriculture, lumber, coal and others were to be laid on the international bargain counter, there to be disposed of in consideration of securing for a few manufacturers in Boston and other New England cities the poor privilege of competing in the Canadian markets on an equality with some other country where production is carried on at a cost far below the cost of production in our own country. It will readily be seen that the Boston and Canadian proposition will be of no material benefit to American producers.

"In anticipation of the appointment of this joint high commission, Canada some time ago increased the preferential tariff in favor of Great Britain at 2½ per cent., so to-day the American goods pay 25 per cent. more duty than English goods. If reciprocity between nations, especially between the United States and foreign countries, is to be secured in this way, then the American Government should add 25 per cent. to its present tariff, in order that it might make a deduction corresponding to that which Canada proposes, or, in other words, so it would have something to trade on.

"It is because of this attitude of the American press and Canada's public men that leads me to believe that reciprocity with Canada is utterly out of the question, but, nevertheless, American producers, and especially those interested in the three greatest of our national industries, should take steps to convince the American Commissioners that the Canadian policy of reciprocity will never meet the approval of the American people."

WERE MERE SKELETONS.

Two Miners Who Arrived at Vancouver From Dawson.

VANCOUVER (B. C.), Sept 2.—John Allan of MacLeod, who arrived here today from Dawson, brings an unconfirmed report that five men have been drowned while on the way to the Atlin Lake gold fields. Allan met two parties, one headed by Captain Segard of Calgary, and the other by W. Mulvain, who had come through to Dawson by way of the Edmonton route. They left Edmonton in July, 1897, and got to Dawson on July 27th of this year. They were mere skeletons. They said they were almost the only ones to get through.

WILFORD WOODRUFF.

The President of the Mormon Church Dies at San Francisco.

SAN FRANCISCO, Sept. 2.—Wilford Woodruff, President of the Mormon Church, died to-day at the residence of Colonel Isaac Trumbo in this city. At his death bed were his wife and several close friends, including George Q. Cannon, Vice President and Counsellor of the church, and Bishop Hiram B. Clawson. The aged President passed away peacefully about 7 o'clock this morning. His body was placed in a special funeral car attached to the train which left for Salt Lake at 6 o'clock this evening. Mrs. Woodruff, Vice President Cannon and Bishop Clawson accompanied the remains.

SALT LAKE, Sept. 2.—A private telegram received from Hon. George Q. Cannon, who is now in San Francisco, announces the death of the President of the Mormon Church, Wilford Woodruff. Mr. Woodruff died at 6:40 this morning. He had been troubled with kidney complaint for some time and went to the Pacific Coast for the improvement of his health about a month ago. He apparently slept well last night, and died this morning without a struggle.

Mr. Woodruff was born at Farmington, Conn., in 1807, and was one of the original 147 pioneers that reached Salt Lake Valley in 1847. He has been President of the church for the last ten years.

Mr. Woodruff was first ordained to the apostleship in the Mormon Church at the village of Far West, in Missouri, in 1839. For twenty-one years he served in the Territorial Legislature of Utah. He was President of the Utah Horticultural Society from its foundation in 1855, and President of the Deseret Agricultural and Manufacturing Society, and was also connected with nearly every public movement and organ for the advancement of the Territory.

From his first connection with the church Mr. Woodruff has made a specialty of church history. He was appointed church historian in 1877, and held that position until his succession to the Presidency. Upon the completion of the St. George temple in Washington County, Utah, he was made President of the temple.

Upon the accession of President Taylor to the Presidency of the Mormon Church Mr. Woodruff became President of the Twelve Apostles, which position he held until 1889, when he became President of the church. His administration of the church has been characterized by successful efforts at establishing peace and good will, and he was held in high esteem by all citizens of the State.

From the Beginning of his ministry in 1834, Mr. Woodruff traveled 172,369 miles, held 7,655 meetings, preached 3,226 discourses, organized 51 branches of the church and 77 preaching stations. He traveled in England, Scotland and Wales and in twenty-three States and five Territories of the Union.

PAGO-PAGO HARBOR.

Contracts for the Erection of a Coaling Station Invited.

SAN FRANCISCO, Sept. 2.—Contracts for the erection of a coaling station at Pago-Pago have been invited by Commander Z. L. Tanner, who has the work in charge.

The Commander will not state the amount to be expended, but he says the work will be of a substantial character, and at least a year will be required for its completion. Lieutenant Chamber of the civil engineering department of the navy will supervise the construction of the wharf and coal sheds. He will also provide for a water supply and make a complete topographical survey of the United States lands surrounding the harbor. Commander Tanner says that no fortifications are to be erected.

SHOOTING AFFRAY.

Result of a Drunken Discusssion Between Two Men.

STOCKTON, Sept. 2.—John Riley was shot to-night during a drunken discussion by Peter Clark. The bullet passed through the fleshy part of the left arm just above the elbow, inflicting a wound which will not prove even serious if cared for.

Riley lives in an ark on the water front, and claims to be one of the few survivors of the rebel cruisers Alabama, which was sunk by the Kearsarge. Clark is known to the police, and will not escape, though he took to his heels after the shooting and has not been heard from since.

Trial of William Clarkson.

SAN FRANCISCO, Sept. 2.—The trial of Wm. Clarkson, ex-foreman of the rolling room of the Mint, who is charged with stealing gold bullion, was resumed to-day in the United States District Court before Judge De Haven and a jury. The entire session of the court was taken up with the examination of Thomas Eggers and William Sarter, who testified to having on many occasions received gold bullion from Clarkson, which they melted and sold for him to the Selby Smelting Works.

Creegan Trial Postponed.

SAN FRANCISCO, Sept. 2.—The new trial of James Creegan and James Becker, convicted of forgery, ordered by the Supreme Court, has been postponed for two weeks. Their attorney asked to have the case tried in some other court than Judge Wallace's and Judge Wallace took the appeal under advisement.

A Murderer Attempts Suicide.

OAKLAND, Sept. 2.—Chung Lee, a prisoner awaiting trial for the murder of Chung Sing at Pleasanton on June 4th, is dying at the County Jail, from the effects of opium posioning, taken some time during the night with suicidal intent.

McKeever Given Fifteen Years.

SAN FRANCISCO, Sept. 2.—Judge Wallace this morning sentenced Wm. McKeever to serve fifteen years in Folsom for burglary. He robbed a store on July 17th last.

GREAT BRITAIN AND GERMANY.

Reported That the Two Powers Have Formed an Alliance

Embracing in Certain Eventualities an Offensive and Defensive Policy.

Great Britain to Have the Support of Germany in Egyptian Affairs, While England Will Recognize Germany's Claim to Utilize Syria as an Outlet for Her Surplus Population.

LONDON, Sept. 2.—A report was current to-day here that a treaty of alliance between Great Britain and Germany on the lines of the speech of Mr. Chamberlain, the Secretary of State for the Colonies, was actually completed yesterday. This probably is an amplification of the gossip relative to the daily visits of Count von Hatzfeldt-Weidenburg, the German Embassador, to the British Foreign Office, during the past fortnight, which have been attributed to a decree on the part of Germany and Great Britain to formulate a common policy in regard to Russia and China.

Another explanation of the German Embassador's visit to the Foreign Office here is that they relate to the mixed tribunals of Egypt, the international agreement on the subject ending in February. Through French and Russian influence the court has always hampered the British plans for the use of Egyptian savings and the advancement of Egypt. Now it is said an agreement has almost been reached by which Germany will support the British views relative to the future composition and powers of the mixed tribunals.

It is said that a quid pro quo for Germany's support in Egypt, Great Britain will recognize Germany's claims to utilize Syria as an outlet for her surplus population. Syria is a division of Asiatic Turkey, which includes Palestine, estimated to cover an area of about 146,000 square miles. It has a population of about 2,750,000, mostly Mohammedans, but including about 350,000 Greek Christians, 260,000 Maronites and Roman Catholics, 175,000 Jews and 48,000 Druses.

Emperor William of Germany has for some time past been planning a trip to Palestine, and he is expected to visit Jerusalem this fall and will lay the corner-stone of the German school there. His majesty has undertaken to regain from the Catholics the possession of Coonacalum, the Chamber of the Last Supper, and the Sultan of Turkey is said to have intimated his willingness to meet the wish of the Emperor in this matter.

The "Pall Mall Gazette" this afternoon says it has received from a source it has every confidence in information that the Anglo-German agreement was signed this week by Mr. Balfour and the German Embassador in behalf of the respective Powers.

Continuing, the "Pall Mall Gazette" says that while the agreement is restricted, it embraces an offensive and defensive alliance in certain eventualities. The paper adds: "This new and momentous departure in our foreign policy comes as a natural supplement of the European situation."

The "Pall Mall Gazette" then quotes the speech of Mr. Chamberlain, made at Birmingham on May 13th last, bidding for a German alliance, and continues: "Latterly it has been evident from the tone of the German press that the two Governments have been drawing closer, and finally there were prolonged conferences between Count Hatzfeldt and Mr. Balfour. The departure of Count Hatzfeldt proves that the object of consultations has been achieved. Besides, Mr. Chamberlain has gone to America, Lord Salisbury is prolonging his absence, and Mr. Balfour leaves for his holiday on Saturday. Evidently the Ministers do not expect to have to deal with crucial questions of foreign policy."

Mr. Balfour, when questioned on the subject this afternoon, absolutely declined to discuss the reports in circulation regarding the Anglo-German alliance.

Count von Hatzfeldt, who was believed to have left London, was again at the Foreign Office this afternoon. It is reported on the Stock Exchange that the Anglo-German alliance or understanding relates to the British purchase of Delagoa Bay, with Germany assenting. As a result Kaffir and Portuguese securities are booming.

BIG COAL STRIKE.

One Predicted to Take Place Early Next Year.

CLEVELAND, Sept. 2.—In an interview to-day Manager Young of the M. A. Hanna Coal Company is quoted as saying:

"In the early part of next year we will have one of the greatest coal strikes this country has ever seen. All indications are that the strike will last many months.

"The miners stand at all times ready to fight against a reduction of wages. When the Chicago contract expires, or possibly before that time, they will be obliged to accept a reduction of 15 or 16 cents per ton, or fight. I think they will fight, and will fight harder than ever before.

"The West Virginia miners are working cheaper than ever before. All efforts on the part of the other miners to organize them have been in vain. There is no hope that they will be brought into line."

Germany's Naval Force at Manila.

BERLIN, Sept. 2.—A semi-official note issued to-day says: A state of peace haing been re-established between the United States and Spain, orders have been given that the German naval force at Manila be reduced to one or two ships, which pending the complete restoration of order in the Philippines will suffice for the protection of German subjects and interests in that country.