

INVESTIGATION OF CONDUCT OF WAR.

The Commission Resumes Its Hearing at New York.

Major Ives Saw No Distress at Chickamauga for Lack of Medical Supplies.

Thinks the Condition of the Men in the Cuban Campaign Was as Good as Could Be Expected Under the Prevailing Circumstances—Nothing That Could Have Been Done for the Troops Was Left Undone.

NEW YORK, Nov. 21.—Major A. J. Ives, Chief Surgeon of the Third or Provisional Division of the Fifth Army Corps, was the first witness before the War Investigation Commission to-day.

Replying to questions by General Wilson, Major Ives said that while at Chickamauga he saw no distress among the soldiers for lack of medical supplies.

Major Ives told of his experiences in attending the wounded of the El Caney fight. Asked as to his previous experience in action, he said he was in the Indian wars, in the Victoria war in 1880, the Geronimo in 1885 and 1886, and in the Sioux wars of 1890.

"In view of those experiences," asked General Wilson, "what do you think was the condition of the men in the Cuban campaign as compared with that of the men in the Indian wars?"

"I think it was as good as could have been expected under the circumstances."

"Was anything left undone that would have alleviated the condition of the men?"

"There should have been more ambulances. There were only three at the disposal of my division. I do not know if more could have been obtained, and I cannot think of anything that could have been done for the men which was left undone."

He said that at first he was opposed to the employment of women as nurses, but changed his mind later, as the women did excellent work.

In closing his testimony the Major said: "My personal opinion is that the army was well equipped in every respect, except that at times there was not enough ambulances and at times there was a lack of medical supplies. I never knew a time when if a surgeon took the trouble to hustle for medicine that he failed to get all that was needed."

When I wished supplies I mounted my horse and rode after them, and when I could not get things which were not at headquarters, I bought them with the permission of my superior."

A message was brought from General Dodge from Colonel Roosevelt to the effect that he knew nothing of interest to the commission.

AN ULTIMATUM TO THE SPANISH.

American Commissioners Make Their Final Proposition.

United States Must Have Possession of Whole Philippine Archipelago.

Also Asks for the Cession of an Island in the Carolines for a Telegraphic and Naval Station and Cable Station Rights at Other Points in Spanish Jurisdiction—Spain Given Until the 28th Instant to Make Final Reply.

PARIS, Nov. 21.—The United States Peace Commissioners have undoubtedly made their final proposition here.

When the conference opened this afternoon, Judge Day, addressing Senor Montero Rios and his colleagues of the Spanish commission, recurred to the protracted negotiations, and reaffirmed the desire of the American Commissioners to reach an amicable conclusion.

Then, handing the American presentation to the interpreter, Judge Day concluded his remarks by saying that the Americans, preferring not to break the armistice or to resume hostilities, had determined to present another and final proposition, which he hoped would lead to a speedy and amicable adjustment.

The portion of the presentation setting forth the new proposal, the proposal that the United States must have possession of the entire Philippine archipelago, with a tender of \$20,000,000 for a treaty cession of the islands, was then read.

Without betraying their mental attitude, the Spanish Commissioners suggested an adjournment until Wednesday.

The new proposition, with its collateral, was embodied toward the end of the American memorandum, which filled thirty typewritten sheets. Only this part was read, the memorandum then being delivered to the Spaniards for translation by their own staff.

Spain's proposition to invoke the offices of a third power to construe the words "control, disposition and Government of the Philippines" was rejected by the American Commissioners, on the ground that the dictum of the third article of the protocol dealing with the Philippines is broad and clear and affords no justification for arbitration as between the parties of the agreement.

An analysis of the American memorandum shows that all other suggestions and other conditions hinge upon treaty cession at the amount named by the United States and within two weeks. In the event of cession, Spain may enjoy for a term of twelve years rights of commerce in the Philippines equal to those of the United States.

Both pugilists are in the best possible shape for the encounter, and while each seems confident of victory, Corbett is still the favorite among the majority of sporting men.

Both indulged in light work to-day, just taking enough exercise to keep their muscles and wind in good order, and will rest from this afternoon until he is called upon to go into the ring at 10 o'clock to-morrow night.

Tom O'Rourke, who is Sharkey's backer, manager and trainer, says that Tom will surprise those who have doubts as to his ability. "Sharkey has improved wonderfully," said O'Rourke to-day, "and is in fine fettle. He has trained well and carefully, doing every thing that was asked him without a murmur."

Corbett only boxed a couple of rounds this afternoon to limber up, and his head seems confident of victory. O'Rourke has his man. The latter said: "Jim has gone through his course of training splendidly, and to-day he is a shade better than when he met Fitzsimmons at Carson. There he lost the fight which he had won, but to-morrow will tell a different story. O'Rourke is just as fast as he ever was. His leg work could not be better. During his preparation for this bout Jim has learned to fight a little slower than heretofore, and this is an advantage, as it will enable him to hit harder, and I am confident that he will win. The fight should not last more than fifteen rounds."

PROSPERITY IN RAILWAY AFFAIRS.

Condition of the Roads Generally Better Than Ever Before.

Lines Formerly in Receivers' Hands Are Now Paying Dividends.

Commissioner Longstreet, in His Annual Report, Recommends the Government Construction of a Double Track Railway From Kansas City, Missouri, to San Diego, California.

WASHINGTON, Nov. 21.—General James Longstreet, Commissioner of Railroads, in his annual report, made public to-day, calls attention to the general prosperity in railroad affairs, and recommends the Government construction of a first-class double track railway from Kansas City, Mo., to San Diego, Cal., by an air line route.

He says the physical condition of our railroads generally is better than ever before. He points to the spectacle of roads which only two or three years ago were in receivers' hands now paying dividends on their preferred stocks, and piling up surpluses which in the course of a very short time, his report says, will be distributed among the common stockholders.

In April, 1894, receivers controlled in this country 210 roads, embracing about 20 per cent. of the total mileage. On the 30th of this year there were only 119 railroads in the hands of receivers, and General Longstreet predicts that under the present condition of prosperity within another year the list of insolvent railroads will be as small as in the years immediately preceding 1892.

Reporting on his inspection of the properties of the Union Pacific and Central Pacific, and several of the land grant lines in the West and on the Pacific Slope this autumn, the Commissioner says that substantial improvements have been made on the roadbeds, the wooden bridges replaced by iron and steel ones, and the ballasting is more extensive and much improved.

He recommends a Government airline transcontinental route in the following language: "The annexation of the Hawaiian Islands—the possible, probable, control of the Philippine and Ladrones Islands—must open up new trade relations of such growing proportions with them as to so materially increase the business of all the bonded island roads as to well within the scope of reason to anticipate their ability, at an early date, to pay principal and interest of their debt to the United States."

"These new Eastern acquisitions, with Cuba and Porto Rico, producing tropical products, our annual demand for which is the extent of \$225,000,000 against one-third of the entire imports, will in a few years be entirely furnished from these new possessions, and our own products taken in exchange, while now our exports to these islands, I believe, do not exceed \$15,000,000 annually."

"Heretofore, under former suzerainty, every effort has been made to discourage business intercourse with Americans. Under the new order of things in these islands every effort will be made to encourage trade with us, and when the population is doubled in numbers and increased in the desire to produce, to do, and to consume, what then will our trade amount to? It is almost impossible to imagine. Less than 55,000,000 British colonists in Australasia exchange products to the amount of \$650,000,000 annually. It is only reasonable to suppose that in a few years the trade with our new possessions will fully equal, if not surpass this, and the United States must control the bulk. Furthermore, the vast volume of wheat and other cereals which now find their way from the middle western grain states to Asia and other countries of the Western Hemisphere via the Atlantic seaports, and with this changed condition will come vastly increased tonnage and revenues to all the transportation lines."

"The diversion of this traffic on this idea is now receiving the careful attention and consideration of the executive and managing officials of some of the leading lines between Chicago, St. Paul and other middle western grain centers, and the Pacific Slope, and therefore, it seems to me that the United States has in bond added railroads, and especially in the Central Pacific, should not be 'sealed,' but that we have every reason to look for repayment of dollar for dollar, principal and interest, loaned and advanced by the Government originally to these corporations."

"It may be timely just now to suggest that the Government construct and operate a first-class double track road from Kansas City to San Diego, by an air line route. This will open the shortest, most direct, and most profitable route from Boston, New York and Philadelphia, to the coast, and along the coal fields of the East and West this side of the Rocky Mountains, and making the most direct line from our great commercial centers to the Sandwich Islands and the Philippines."

"This, with other lines now working overland, may prove ample for the wants of commerce to the Pacific Coast and the Orient, holding trade and travel within our borders pending the experiment of a canal through the Isthmus."

An overland route from Vera Cruz, Mexico, to Acapulco, now approaching completion, may be an important adjunct to our own overland routes as commerce increases.

"The home advantages of an overland line by the Government will be to draw the people nearer together in interests and sympathies, and will serve them as a safeguard against the monopoly of corporations. As trade in-

UNITED STATES TREASURY BILLS.

All of the Same Denominations Hereafter to Look Alike.

The New System Soon to Be Put in Vogue by Secretary Cago.

Notes of All Descriptions to be Simple and Clear, With a View of Affording Safeguard Against Counterfeiting, the Only Difference Between Silver Certificates, United States Notes and Sherman Treasury Notes of Any Denomination Being in the Word-ing and Color of the Seal.

NEW YORK, Nov. 21.—A dispatch to the "Press" from Washington says: Secretary of the Treasury Cago long ago decided to have bills of the same denomination look alike. That is, he wished the five-dollar United States note and the five-dollar Sherman Treasury note to bear a close resemblance to one another. The first of the designs under the new system is of the one-dollar silver certificate. The notes will soon be clearness, simplicity and protection against counterfeiting have been the results chiefly aimed at. The design is somewhat less artistic than some of the present silver certificates, but probably will be more popular among those who handle money.

The central device on the face of the note is an American eagle with wings partly spread, clutching the shield with the home of the Capitol in the background. Below the platform upon which the eagle stands are small portraits of Lincoln and Grant set in medallions. Large and clear figures are in each corner of the note, and on the sides. The space between the central device and the lathework at the ends is clear white paper, except for the imprint of the seal in one space and the denomination of the note in another. The seal upon the silver certificates will be in blue and the figure in the open space will be in the same ink. The mechanical work and the technical finish of the engravings are superior to anything ever before issued from the Bureau of Engraving and Printing. The reverse side of the note corresponds to the face in regard to the large display of white paper without printing or lathework. Large plain figures appear in each corner, and scrolls make up an attractive border, but the only remaining space upon which printing appears is in the center, where the usual language regarding the qualities of the note as a tender for public duties is set forth.

The object of a clear display of white paper on both sides of the note is to afford a safeguard against counterfeiting. It has been said by experts that the device for the silver certificate is substantially the same as that which will be used for the other forms of paper money.

The difference between a silver certificate, a United States note and a Sherman treasury note of any denomination will be indicated by the wording and by the color of the seal. The latter distinction will serve the purpose of bank clerks who have to distinguish the notes by classes. The ordinary citizen who cares only for the denomination of the note, and especially for the law under which it is issued, will find in the denominations from \$1 to \$20, where he formerly had to do with fifteen different forms if he handled silver certificates, United States notes and Sherman notes.

The advantage of this unification of the currency will be great in the case of persons handling money in large amounts, in the case of persons of feeble vision and in the case of those who cannot read and write and rely on the general appearance of a note to determine its denomination. The latter class will hereafter be able to identify a \$1 note by the device which is issued under the Legal Tender Act, the Sherman law or the Bland law.

The designs for the higher denominations of notes are in the course of preparation at the Bureau of Engraving and Printing. Secretary Cago, and Treasurer Roberts have examined and approved all the new designs, and are much pleased with the success of Chief Johnson of the Bureau of Engraving and Printing in adapting them to the purposes of a convenient instrument of circulation.

Allen Will Support Bryan. OMAHA (Neb.), Nov. 21.—Senator William V. Allen writes a letter to the press saying he intends to remain in Nebraska after he completes his term in the United States Senate, and denying the report that he had accepted a position of general solicitor for an Eastern railroad. Senator Allen also denies the report that there was an estrangement between himself and Colonel William J. Bryan. He says: "I am sure of nothing upon which to base the assertion. The wish is evidently father of the thought. I recognize in him one of the greatest living statesmen, and shall be for him in 1900."

Americans Would be Welcomed. LONDON, Nov. 21.—In consequence of rumors that an American squadron of warships is to visit Portsmouth, the Mayor of that place has written to the United States Embassy, promising to give the Americans a cordial welcome. Henry White, the United States Charge d'Affaires, in reply, has thanked the Mayor of Portsmouth for his courteous letter, which he will not fail to transmit to Washington. Mr. White, however, added: "I have not yet received information of the visit, but my government will not fail to be gratified by the knowledge that such a welcome awaits our squadron in the event of a visit."

SENATOR QUAY INDICTED.

TRUE BILLS RETURNED BY THE GRAND JURY.

Charged With Conspiracy for the Unlawful Use of Moneys of the People's Bank.

PHILADELPHIA, Nov. 21.—The Grand Jury to-day presented to the County Court true bills of indictment against United States Senator M. S. Quay, his son, Richard R. Quay, and Benjamin J. Haywood, ex-State Treasurer.

The bills charge the defendants with conspiracy with John S. Hopkins, late cashier of the People's Bank, for the unlawful use of the moneys of the bank in the purchase of stock and conspiracy with Hopkins in the misuse of State funds on deposit in the People's Bank.

Hopkins suicided by shooting himself in March last.

Subsequent to the presentation of the indictments, District Attorney Graham appeared in court and asked for permission to withdraw attachment obtained for the appearance before the Grand Jury of Cashier William Montgomery of the Allegheny National Bank of Pittsburg, and Cashier Stephen B. Stone of the Beaver Falls Bank of Beaver, Pa. The District Attorney stated that he had desired to present to the Grand Jury, through the two cashiers named, evidence in the suit against Senator Quay and others, but as this matter had now passed out of the hands of the cashiers, the evidence would not be needed until the case was brought to trial. He intimated that he then would demand their presence as witnesses, and would also insist upon the production of certain books and papers of those banks.

The court granted the District Attorney's request, and the attachments for the cashiers were ordered cancelled.

The true bills returned by the Grand Jury are five in number. The first charges M. S. Quay with conspiring with John S. Hopkins for unlawful use of the moneys of the People's Bank in the purchase of the stocks of various corporations for the account, benefit and profit of M. S. Quay.

The second indictment charges M. S. Quay with conspiracy with John S. Hopkins to unlawfully buy and sell stocks, knowing that the said Hopkins was cashier of the People's Bank.

The third indictment charges Benjamin J. Haywood, M. S. Quay and Richard R. Quay with conspiracy to convert to their own use \$100,000 of the public money of the State on December 1, 1896, when Haywood was the State Treasurer and the said \$100,000 was in the hands of the State Treasurer with the use of the \$100,000.

The fourth bill charges M. S. Quay and Benjamin J. Haywood with conspiracy, together with John S. Hopkins, William Livsey, William B. Hart, Henry K. Boyer, John W. Morrison, Samuel M. Jackson and Charles H. McKee, on March 28, 1898, unlawfully to use, and did use, to make profit, certain large sums of public money of the Commonwealth which had been deposited in the People's Bank by the several State Treasurers. Of those named, Messrs. Quay, Livsey, Boyer, Morrison, Jackson and Haywood had been State Treasurers succeeding each other in the order named.

The fifth and last bill charges Benjamin J. Haywood as State Treasurer with unlawfully loaning \$100,000 of the State's money, which, it is alleged, went to Richard R. Quay, and also with receiving pecuniary benefit from the deposit of State money in the People's Bank.

M. S. Quay, with his son, Richard R. Quay, arrived from San Lucie, Fla., to-day, to which place they went a week ago. They declined to discuss the indictments placed against them. They were for some time closeted with their counsel. It is probable they will appear in court to-morrow to plead to the charges contained in the indictment, and as District Attorney Graham insists on an immediate trial, there is likelihood of the case being called for trial on Wednesday.

STEAMER COBLENZ SAFE.

LONDON, Nov. 21.—It is announced in a dispatch from Lloyds' agent in Bremen that the steamer Coblenz of the North German Lloyd Steamship Company, about whose safety fears had been entertained, arrived safely at Oporto yesterday.

CORBETT AND SHARKEY.

THE HEAVYWEIGHTS READY FOR THE BATTLE.

Both Reported in Fine Fettle and the Trainers of Each Confident of Winning the Fight.

NEW YORK, Nov. 21.—The sporting element in this city, which is being augmented hourly by new arrivals, is in a ferment over the coming meeting between James J. Corbett and Thomas Sharkey, the fight which is to take place to-morrow night before the Lenox Athletic Club, will certainly go on without any interruption by the police authorities.

Both pugilists are in the best possible shape for the encounter, and while each seems confident of victory, Corbett is still the favorite among the majority of sporting men.

Both indulged in light work to-day, just taking enough exercise to keep their muscles and wind in good order, and will rest from this afternoon until he is called upon to go into the ring at 10 o'clock to-morrow night.

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TRANSPORTATION OF MAILS.

The Congressional Commission Begins Its Inquiry.

CHICAGO, Nov. 21.—The commission to investigate the postal system held its first meeting here to-day. All the members, including Senators Wolcott of Colorado (Chairman), Allison, Chandler and Faulkner, and Congressmen Loud, Fleming, Catchings and Moody, were present.

The principal subject to be considered was the transportation of mail by railroads for carrying mails.

After some time had been spent in arranging preliminaries, Vice President Kirkman of the Chicago and North-western Railway was called. Mr. Kirkman, in reply to questions as to the cost to the railroads of carrying the different classes of mails, said it was impossible to subdivide the expenditures of a railroad, and said there was not a railroad man in the country who could compute what it cost railroad companies to haul the mails. He acknowledged, however, that the mails were carried at a profit.

Smallpox on La Normandie.

NEW YORK, Nov. 21.—The French line steamer La Normandie, which arrived to-day from Havre, is detained at quarantine owing to smallpox among her steerage passengers. When the Health Officer boarded the steamer, Surgeon Vauquer reported two cases of smallpox, the victims being Syrian children, who were taken ill during the voyage and promptly isolated in the steamer's hospital. The patients will be removed to the Receiving Hospital, and all in the steerage vaccinated.

COTTON MILL OPERATORS ON A STRIKE.

AUGUSTA (Ga.), Nov. 21.—Three thousand operatives in the cotton mills struck here to-day on account of a reduction in wages.

SEVERE DOWNS.

WASHINGTON, Nov. 21.—Dr. S. Clifford, an assistant surgeon in the First Volunteer Regiment of the District of Columbia, to-day explained to Colonel Denby of the War Investigation Commission his connection with the case of Sergeant Dobson of that regiment, who died in a Brooklyn hospital last September. He said he had not attended the case until the 3d of