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COLD WEATHER IN BRITISH ISLES.

Many Parts of the Country Visited by a Thorough Blizzard.

The Snowstorm Considered the Worst Experienced in Many Years.

Loss of Life and Interruption to Train Service in Several Sections—The Countess Casa Valencia Appeals for Funds in Aid of Wounded Spanish Soldiers and Widows of the Killed.

LONDON, Nov. 26.—The recent comparatively mild weather which has prevailed in Great Britain has been interrupted by a thorough blizzard in many parts of the country, especially in the north, where snowdrifts have been several feet high. Three men perished in the snow in the highlands, a train was blown off the rails near Trale, Ireland, numbers of fishing boats have been lost, many fishermen have perished and the Irish mail boats and cross channel mail services were interrupted and seriously delayed.

Trains have been snowed up at several places, and generally the snowstorm is considered to have been the worst for many years. The severe weather reached as far south as the Mediterranean, where a French transport, bound for Tunis, was obliged to return to Toulon in a damaged condition. She also reported that some of the recruits on board her were killed or injured during the storm.

Queen Victoria, who has been entertaining extensively at Windsor this week, received a visit from a man named Matthews, described as an American, who presented himself at the castle with a bundle of papers under his arm, and asked to see her majesty. He said he had just come into a large property, through the death of his grandfather, and he wanted to consult with the Queen about it. The authorities found that he was a harmless crank, and they sent him back to London.

The dislike of the Queen for the late William E. Gladstone was well known, but since the death of the great statesman her majesty has given several proofs of her kindly regard for Mrs. Gladstone, the widow. She has written frequently to the latter, inquiring very compassionately regarding her health, and expressing the hope that her bereavement has now lost its keenness.

There is some discussion this week as to whether the Queen will again go to the south of France next spring, in view of the Anglo-phobe feeling excited by the Fashoda dispute.

Outbursts on the part of the French newspapers are having a certain effect and letters are appearing in the English newspapers urging that pressure be exercised in the proper quarters to induce the Queen not to go to the French Riviera, but to go to Florence instead.

The Countess Casa Valencia, wife of the former Spanish Embassador of that name, has written to the newspapers, appealing for funds to be devoted to the relief of the wounded Spanish soldiers and the widows of the slain. As generous contributions already received will not suffice to meet the widespread misery existing among this class of unfortunate Spaniards, a three days' bazar will be opened at Downshire House on December 1st by the Infanta Eulalie. The proceeds will be devoted to the Spanish fund for the relief of the wounded and the widows.

At Cambridge on Thursday last General Kitchener was accorded a great reception when he received the freedom of the borough and was admitted to the degree of Doctor of Laws, which was the occasion for an outburst of time-honored rollicking undergraduate spirit.

The students mustered a great force at the same house, sang patriotic ditties and dangled a life-size effigy of a Dervish over the balcony in front of the General, who with the university "big wigs" had to undergo good-humored chaff. Later, the students celebrated the day with an enormous bonfire in front of Market Hall, the fire being replenished with garden fences, tradesmen's shutters and a recently erected municipal band stand.

The young Queen of Holland recently displayed her strong will by recalling a whole issue of postage stamps because her portrait on them made her look too girlish, and is again showing her spirit in the question of her betrothal to Prince William of Wiede, an officer in the German army, which has been settled upon. The official announcement of the betrothal has been kept secret on account of difficulties in the protocol, the question being whether the Prince should be vested with the rights and prerogatives of Prince Consort, or retain his present rank. Unless the former plan is adopted neither the laws of Holland nor the foreign courts will recognize him as a member of the Dutch royal family. The Wiede family insist upon the title of Prince Consort, but Queen Wilhelmina demands that Queen Victoria's precedent be followed, and that the title of Prince Consort be not conferred until eight or ten months after the marriage. It is expected, however, that the difficulty will be overcome before long. The wedding has been fixed to take place at The Hague next spring.

It has leaked out that the betrothal of the young Queen to the Prince of Wiede is of romantic origin. The Prince's older brother married the Princess Pauline of Wurtemburg, who was Wilhemina's intimate girlhood friend. Once, when they were staying together and indulging in dreams of the future, they vowed, according to the story, that they would only wed two brothers. The Princess Pauline afterward married the elder Prince of Wiede, Prince Frederick, and Wilhemina determined to keep her vow and wed his brother, Prince William, who is four years younger than Prince Frederick. This, it is added, explains Queen Wilhemina' indifference to other suitors, which has caused so much comment.

Other reports, however, say that the real reason for the selection of Prince William of Wiede as a husband for Queen Wilhelmina is that his mother is a Princess of The Netherlands, and that, therefore, he is likely to be more acceptable to the people of Holland than an entirely foreign Prince.

Advices from Brisbane, Queensland, contain a ghastly story of cannibalism in the German group of the Sulu Islands. It appears that a Queensland trading cutter, the Sea Ghost, with three white traders and a crew of seven natives, was boarded by the treacherous natives of the island of Baku, who murdered two of the whites and six of the blacks. Their bodies, it is asserted, were then dressed for a cannibal feast. In the meanwhile, the natives found a keg of rum and soon they were all helplessly drunk. Before they recovered from their stupor the surviving white man and the native managed to unloosen the ropes with which they were bound and escape in a small boat, from which they were picked up by a British ship.

Dispatches received from Rome say that the action of the American publishers in refusing to buy a book, "Le Pere Hecker," to which the Vatican had given its imprimatur and which contained alleged reckless statements regarding Cardinal Gibbons, Archbishop Ireland and other distinguished prelates, will considerably influence the Pope's coming decision on the orthodoxy of the doctrines of American Catholics.

COSTA RICA'S EXECUTIVE.

Iglesias Has a Long Conference With President McKinley.

WASHINGTON, Nov. 26.—President McKinley had an extended conference with President Iglesias of Costa Rica to-day.

President Inglesias was accompanied to the White House by Minister Calvo of Costa Rica and several of his staff. As soon as a conference between General Miles and President McKinley was ended, President Iglesias and Minister Calvo were admitted. They were the only ones present at the conference, which lasted two hours, a much longer time than President McKinley usually devotes to a single visitor, and was evidently more of a business visit than a social meeting.

Immediately following the conference at the White House, President Iglesias and Minister Calvo went to the State Department, where they had quite a long talk with Secretary Hay.

ELEVATOR TRUST.

Combine of the Big Manufacturers of the Country.

CHICAGO, Nov. 26.—The "Post" today says: Negotiations with a view to combining a number of the elevator manufacturing concerns of the country into one large corporation, which have been pending for several months, have reached a point where it may be said that the success of the scheme is practically assured. The consent of all the concerns which it is proposed to include in the deal has been secured, and an underwriting syndicate has been formed and the details of the plan have been all worked out.

The capital stock of the new company will be $11,000,000. The companies represented in the proposed combination control about 95 per cent. of the elevator manufactories of the country.

NO "OPEN DOOR" IN HAWAII.

OUR TARIFF LAWS EXTEND TO THE ISLANDS.

Senator Cullom Preparing the Report Which is to be Submitted to Congress.

CHICAGO, Nov. 26.—A special to the "Tribune" from Washington says:

Senator Cullom is preparing the report of the Hawaii Commission, and will submit it to the President for transmission to Congress, so that it will be ready at the opening of the session.

The Senator declines to give details as to the character of the report, but from other sources it was learned that the report as finally drafted will provide for a partial continuance of the present Government in the islands under direct Federal supervision. There will be a Senate of fifteen members and a House of double that number, which is an increase on the present House membership of Hawaii. There will be a graded qualification of suffrage. Members of the House may be elected by voters who pass an educational test alone, while members of the Senate will be chosen by voters possessing both educational and property qualifications. There is now a property qualification for voting in Hawaii, but the proposed form of government will reduce this somewhat, so as to furnish an inducement for small holdings. There will be educational and property restrictions in regard to holding office, the qualifications for which will be closely defined.

There will be no "open doorway" in Hawaii. The tariff laws of the United States will be extended to the islands without alteration, because Hawaii was formally annexed to the United States by a statute law, and any other course would unquestionably be opposed by the the Supreme Court.

The present Supreme Court for the islands, whose members hold their place for life, is to be continued, and to be given jurisdiction of local laws, whose force will also be continued as far as possible, as they have been taken by law from the statute books of different States in the Union, and are as a whole quite acceptable.

The immigration, labor and general election laws of the United States will be specifically extended to the islands. These will keep out further importation of coolies. The islands will have a Delegate in the House of Representatives, who will have no vote, but will have the same privileges as the Representatives of Arizona, New Mexico and Oklahoma. The Governor and some of the higher Territorial officers will be appointed by the President.

The Legislature will have considerable control over local taxation and expenditures, but the restriction of the suffrage on educational and property lines will, of course, reduce the number of voters to a point relatively far below the present organized Territory.

THE WISCONSIN GLIDES INTO WATER.

Successful Launching of the Big Battleship at San Francisco.

The Largest Vessel Yet Built for the Government on This Coast.

A Vast Multitude of People Witness the Graceful Plunge of the Warship Into the Bay—The Little Daughter of Governor-Elect Gage Presses the Electric Button Releasing the Vessel From the Ways, Miss Elizabeth Stephenson of Wisconsin Christening the Battleship.

SAN FRANCISCO, Nov. 26.—This morning at the Union Iron Works a great marine fighting machine was added to the already large fleet of Pacific-built war vessels. The vessel which slid down the ways at 9:22 o'clock this morning was the battleship Wisconsin, the largest of the vessels built for the United States Government by the Union Iron Works. The launching of the big vessel was effected without a hitch, and she now rests calmly on the waters of the bay.

When the big vessel slid down the ways the warships in the harbor fired salutes, and there was a terrific din from the steam whistles. The controversy over the kind of wine to be used in the christening was settled this morning by the use of two bottles of champagne, one of French make provided for by the Wisconsin Christening Commi[illegible], and another of California champ[illegible] provided by the Union Iron Works.

All morning long the street cars let down their loads of people at the ship yard, and all the available boats on the bay were pressed into service by people anxious to see the baptism of the great vessel. Thousands of people saw the plunge [illegible] different points of vantage and the platform, especially set aside for the guests of the Union Iron Works, was crowded to its full capacity. The Wisconsin delegation of "christeners," which journeyed all the way from the Badger State to witness the event, were given the places of honor upon the platform with the representatives of the State, the city and the great iron works responsible for the safe delivery of the craft to the Government.

For an hour before the plunge a large force of workmen tore away chock after chock which supported the vessel, and they finished their task almost to the minute of the prescribed time for

MISS ELIZABETH STEPHENSON.

the launching, leaving only one chock to restrain the monster, and this was the support that little Miss Lucille Gage, daughter of the Governor-elect of the State, had been assigned to remove by means of a guillotine and the inevitable electric button.

At a given signal the little miss pressed the button and the crash of breaking timbers announced to the thousands of anxious spectators that the vessel was about to leave the ways.

Slowly the iron monster moved toward the bay, and all eyes turned to watch Miss Elizabeth Stephenson break the bottles of champangen upon the bow of the vessel. Just as the mass of iron and steel touched the water the fair christener raised the ribbon bedecked bottles and let them split on the nose of the vessel. The roar of applause which greeted this final act was almost deafening.

The vessel gathered momentum as she proceeded to the water, and after leaving the ways floated calmly along until brought to a stop in the basin where the work of completing her will go on.

Prior to the launching a gigantic flag of the Union, measuring twenty-seven feet long and fourteen feet wide was presented in honor of the Wisconsin. The flag was the result of the combined efforts of 300 children of the Irving M. Scott public school, who at the suggestions of their teachers, commenced work upon the flag on October 26th of this year.

Following the presentation of the flag the following poem to the Wisconsin was read by Miss Clara Iza Price, its author:

Go forth, thou ship with the well-loved name,
The waves of the sea to breast;
Leap out, like a lion from a lifebark flung,
To the billows' waiting crest.
Thy charge, "Stand firm in the battle fray,"
As firm as the pine-clad hills
Of the State whose name thou bearest—her boast,
The training of mighty wills.

Stand firm as her shores by the lake waves lashed—
Ice-girt as the years roll by—
Flower-decked when the sun laughs out in joy
And the spring birds northward fly.
Go forth as the eagle skims the blue—
Defiant, and brave and free.
A challenge to might, a menace to wrong
Wherever thy path may be.

Ten thousand hearts with hopes leap high,
Wisconsin, for thy weal,
Sail fearless, swiftly, proudly forth,
Thou gallant, armed in steel;
Claim foremost place on history's page,
Thou proof of finite skill.
Forth to the main, thou gallant bark,
Man's trust, beneath God's will.

All who witnessed the launching declared it the prettiest that had ever taken place on this coast.

This evening the management of the Union Iron Works entertained 200 distinguished guests at a banquet held in a private drawing-room of the Palace Hotel. Speeches were made by Irving M. Scott, General Manager of the Union Iron Works; Governor Budd, Governor-elect Gage, the latter a native of Wisconsin; Lieutenant Governor Baensch of Wisconsin, United States Senator Mitchell of Wisconsin and others.

Lieutenant Governor Baensch of Wisconsin said in part:

"The people of Wisconsin hail with delight the launching of a namesake which is to be part and parcel of the brightest, bravest, most efficient navy in the world. Half way across the continent they have sent this delegation to escort one of Wisconsin's daughters fair, that she might christen the ship with all due form and ceremony, while from a million hearts comes the sincere cheer of 'good luck,' coupled with an earnest prayer that the vast strength and power of this modern engine of war will make it a preserver and guaranteer of universal peace."

United States Senator Mitchell of Wisconsin said:

"Once ranged with our war ships, the Wisconsin will have to look lively to keep abreast of her mates, for the American navy, man to man, is superior to any navy in the world, as recent events have shown. The American navy is the most efficient, not because of the ships and their armament, but because its officers are selected with more care and more thoroughly trained than those of any other nation. We hear a good deal about the 'man behind the gun.' But the officer behind 'the man behind the gun' is who does the business. They are taken, not from the aristocracy—because we have none; not from a favored class, but from the people—the robust people of the whole land. During their naval training they are subjected to higher tests, physical, mental, moral, than are required by any other country. Those who come out of the ordeal successfully have no fear. When you say Cavite, when you say Santiago, you say Annapolis.

"There is another reason for our superiority. Our discipline, while strict to a nicety, is more humane than that of any other navy. Our men are treated as if they had souls, and not like dumb cattle.

"The Wisconsin will have a mascot—no pungent billy goat, but a badger—a badger in bronze to be placed on the forward turret of the ship. Underneath the badger will be placed the motto of Wisconsin—the single word 'Forward, ever forward,' till the last armed foe expires.

"Before we leave our ship we leave wishes for her welfare. May she never pound on the pitiless rocks. May she never be pursued by the wild huntsman of the storm. When she drops slowly into her last haven, may she never have had the necessity for firing a shot save in practice, or of burning powder save in salute."

Governor-elect Henry T. Gage made the following response to a toast to the ladies and gentlemen from Wisconsin:

"Mr. Toastmaster, ladies and gentlemen and fellow citizens of Wisconsin: California, with her great agricultural, mining, manufacturing, industrial and commercial interests; with her cheering hopes and enlarged possibilities for the future in consequence of the annexation of the Hawaiian Islands, an accomplished fact; and the inevitable further extension of our territory in the near future, the result of the indomitable courage of our soldiers and sailors in the late war, bids her fellow citizens of Wisconsin a most cordial and hospitable welcome.

"It is our greatest glory that we are a part of the indestructible Union; that we share in its achievements by sea and by land; that its flag is the sacred and common property of all; and that in defense of its honor all are ready to sacrifice fortune and life.

"The grand battleship that to-day for the first time embraced the waves, constructed by the skill of California mechanics, bears the proud name of the great State of Wisconsin, and in her future career in defense of the flag and the Union she will be another bond between the two great States.

"Ladies and gentlemen from Wisconsin, we thank you for this visit, and our best wishes go with you to your far-off home. May you, your State and all you love have peace, prosperity and happiness to the latest generation."

THE BIG FIGHTING MACHINE.

Description of the Battleship Launched at Union Iron Works.

The battleship Wisconsin, designed in the Bureau of Construction and Repair of the Navy Department, is a sister ship of the Alabama, building at the Cramps' yard in Philadelphia, and also of the Illinois, building at Newport News.

The dimensions of the Wisconsin are as follows: Length of load water line 368 feet; beam extreme, 72 feet 2½ inches; draft on normal displacement of 11,525 tons, 23 feet 6 inches; maximum displacement, all ammunition and stores on board, 12,325 tons; maximum indicated horse power (estimated), 10,000; probable speed, 16½ knots; normal coal supply, 800 tons; coal supply, loose storage, 1,200 tons; full bunker capacity, 1,400 to 1,500 tons. Complement of officers, 40; seamen, marines, etc., 449.

The main battery will consist of four 13-inch breech-loading rifles in Hichborn balanced turrets, oval in shape, and placed in the center line of the vessel, and fourteen 6-inch rapid-fire guns. The secondary battery will consist of sixteen 6-pounder rapid-fire guns, four 1-pounder rapid-fire guns, two Colt guns and two field guns. She will carry four torpedo tubes. The 13-inch guns have an arc of fire of 135 degrees on the broadside, with the advantage of those on the upper deck of a direct fire ahead and astern. Any injury to or near either of these 6-inch guns will be confined to its own compartment, as a 1½-inch steel splinter bulkhead separates each of these guns from its neighbor.

The armor belt, which extends from the stem to abaft the after turret, is to be sixteen and one-half inches thick at the top and nine and one-half inches thick at the bottom, except at the forward end, where it will be tapered to four inches at the stem. This belt armor will extend from four feet below the normal load line to three and one-half feet above it, and will maintain the full thickness amidships between the turrets, and for the distance occupied by the engines and boilers. Diagonal armor twelve inches thick, connecting

(Continued on Fifth Page.)

INVESTIGATION OF CONDUCT OF WAR.

The Commission Concludes Its Hearings at New York.

Members of the Board Leave for Boston to Take Further Testimony.

A Caustic Letter Read Before the Commission From the Secretary of the Society for the Protection of Soldiers, Relating to the Testimony of Witnesses Who Have Appeared Before the Board of Inquiry.

NEW YORK, Nov. 26.—When the War Investigation Commission met today Dr. M. R. Terry, Surgeon General of the National Guard of the State of New York, was asked to tell what he knew about the various camps he visited.

Dr. Terry began with Camp Alger. This site was a good one, he said, and everything appeared to be in good condition. The water was clear in appearance, but had a bad odor. It was analyzed, but with what result he did not know. He found the camp of the Eighth New York Regiment at Chickamagua in a very unsanitary condition. The camps of the Ninth and Twelfth New York were in good condition. In the course of his remarks he stated that the water there appeared to be clear, and he was not certain as to its salubrity, because he did not taste it.

"Why did you not taste the water, doctor?" asked Dr. Connor.

"I don't know why I should take any risks," retorted the witness.

Dr. Terry said that the Sternberg Hospital at Camp Thomas under the charge of Surgeon Major Hoff was in excellent condition, and the best of order prevailed. The sick were given every attention, and everything that could be done was done for them.

In speaking of the camp at Huntsville, Ala., Dr. Terry said that he met Colonel Duffy, and both he and the officer and men of his regiment appeared to be in excellent condition. Colonel Duffy, he said, did all he could for his men, and there was little sickness.

Captain Howell read a letter addressed to the commission by Robert J. Roosevelt, Secretary of the Society for the Protection of Soldiers.

Colonel Dodge suggested that the letter be received and filed, and by general consent General Dodge's suggestion was adopted.

The letter written to the Commission by Mr. Roosevelt read in part as follows:

"To the Presidential Commission of Inquiry: I have noticed in the morning press that one of your members criticises the witnesses who have testified at the request of the commission formed in this city to protect soldiers. They do not fix the responsibility, nor show who is to blame. There seems to be a misunderstanding between us. We supposed that all the witnesses had to do was to prove the facts, and that the commission would fix the responsibility.

"The heroic boys may forget their sufferings; may even refuse to testify to them, but their mothers will not, and their fathers will not. Nor will it do to take refuge behind the errors of the Civil War. There was no intentional cruelty, such as seems to have so often prevailed in this war. The sick men were not starved.

"The uncomplaining endurance of our men has simply been heroic. They bore wounds, sickness, privations, to death even, without a word. It was only neglect, starvation in fact, and abuse in the hospitals which called forth letters, and them only home to their families; letters which were sent to me by broken-hearted mothers in pitiful appeals to try and help their sons. I wish your commission could have read them, but as many of them were transmitted to me confidentially. I cannot even quote from them.

"The witnesses have established monstrous incapacity. That they have not full confidence in the power of your commission, no matter how good its will, to meet all the requirements the public demands of it, is only echoing your own doubts, but in spite of that they seem to have done their share, and it would seem that it only rests for you to do your best, even if that best is not quite satisfactory to yourselves. If done in good faith, it will teach the soldiers that at least there is a power which was honestly endeavoring to do them justice.

"You can direct your inquiries in the first place to the food supply. Find out who gets the difference between the double rations allowed by the Government and the meager hard tack, bacon and green coffee served to the soldiers. The witnesses are the books and the rolls in the public departments, to which you have full access.

"We have furnished you the facts, shown you the brutality, cruelty, neglect, indifference; how men whom the Government was under every obligation to protect and especially because they had a right to rely upon such protection, were starved even in the land of plenty; were uncared for when sick, left without attention; when wounded were abused, maltreated; in some cases practically murdered. We have shown you an indifference and belittling of human sufferings, which continue even now. If this nation is to become a warlike one, if we are to have an army which shall be efficient and to be relied upon, those crimes and blunders must be corrected, and your commission must correct them. It is not for you to make the feeble excuse that your commission, a merely voluntary association with no legal existence even, shall shoulder this responsibility."

The afternoon session completed the work of the commission in this city. The members went to Boston to-night.

Top Gallant Brings a Good Figure.

LEXINGTON (Ky.), Nov. 26. — At the Easton sale of thoroughbreds today the fourteen-year-old stallion imp. Top Gallant, owned by John B. Ewing of Nashville, was sold to W. J. Alexander of Chicago for $20,000. No other high prices were realized.

THE MARIA TERESA.

Constructor Hobson Reports the Warship a Hopeless Wreck.

WASHINGTON, Nov. 26.—Constructor Hobson arrived in Washington today from Norfolk, and came direct to the Navy Department. He has just returned from his trip on the Vulcan to Cat Island, the scene of the casting away of the Maria Teresa. He brought with him the report of Captain McCalla, who was in charge of the expedition sent on the Vulcan to endeavor to save the vessel.

The report is merely an elaboration of his story of the journey and its results contained in the telegraphed report to the department, and where it touched upon the condition of the Teresa makes the wreck appear even more hopeless than even Captain McCalla's telegram. And this statement was strongly reinforced by Constructor Hobson's verbal report to Acting Secretary Allen to-day.

Captain McCalla resumes his duties as Captain of the Norfolk Navy Yard. Constructor Hobson goes to Annapolis to take up the direction of his course in naval architecture. He was desirous of returning to Santiago and endeavoring to raise the Colon, but the department had made other arrangements that made this impracticable.

AN HONEST BANK PRESIDENT.

Makes Good His Word to Pay Depositors in Full.

PHILADELPHIA, Nov. 26.—Thomas W. Barlow, receiver of the People's Bank, has notified the depositors of that institution that the remaining 10 per cent. due them will be paid on and after December 5, 1898. This payment will close every uncontested claim against the bank, including the deposits of the city and State.

The People's Bank closed its doors March 25th, after the Cashier, John S. Hopkins, had committed suicide. The liabilities were about $1,500,000, while the assets were less than a million dollars.

At the time of the suspension President McManes pledged himself to pay the depositors dollar for dollar, and the announcement of Receiver Barlow shows that he has kept his word.

THE MOHEGAN DISASTER.

Findings of the Board of Trade Inquiry Into the Loss of Steamer.

LONDON, Nov. 26.—The Board of Trade inquiry into the loss of the Atlantic transport steamer Mohegan, which was wrecked off The Lizard October 14th, was concluded to-day.

The judgment of the board's committee was that the ship was in good seaworthy condition, and that Captain Griffith was in good health at the time the disaster occurred, the stranding of the vessel being caused by a wrong course being steered after the Mohegan had passed Eddystone Light.

The commission, in addition, expresses admiration of the efforts that had been made to save those on board the steamer.

The commission also found that the great loss of life was due to the extinction of the electric lights on the steamer after she went ashore.

Blanco Retires From Command.

HAVANA, Nov. 26.—Marshal Blanco, the retiring Captain General of Cuba, delivered his command to General Castellanos, his successor, to-day. The Civil Governors of the provinces of Santa Clara and Matanzas and the Mayor of Havana have resigned.

U. S. MARINES ON CHINESE SOIL.

THE CRUISER BOSTON LANDS MEN AT TIEN-TSIN.

Are to Be Sent to Pekin to Act as a Guard for the United States Legation.

WASHINGTON, Nov. 26.—The United States navy has landed marines in China. A dispatch was received at the Navy Department to-day stating that the Captain of the Boston had landed his marine guard at Tien-Tsin. The dispatch was taken immediately to the White House by Acting Secretary Allen. Secretary Hay was called into consultation, with the result of reassuring the officials and allaying their first feeling of apprehension.

It seems that the marines were landed, not because of any information of rioting or attacks upon American missionaries, but solely to act as guard for the United States Legation at Pekin. The Boston was dispatched to the mouth of the Pie Hoe River several week ago at the instance of United States Minister Conger, to provide a guard for the Legation. The Minister represented that nearly all of the Legations of the European Powers were provided with marine guards, and he did not care to be exceptional in this case.

After lying at Tangu for awhile, the Boston worked her way up the river to Tien-Tsin, about the head of navigation for vessels of her class, and distant about fifty or sixty miles from Pekin. It is believed at the Navy Department that the marines will be sent forward from that point in launches or small river boats.

Captain Frank Wilder, the commander of the Boston, who reported the landing to the Navy Department by cable, did not state how many men were in the guard, but the force is not believed to exceed two dozen men.

The presence of these foreign guards is not welcome to the Chinese Government. When the landing was first proposed its representatives sought to dissuade the United States Government from inflicting this humiliation upon it. The effect was to cause a suspension of the purpose, but as has already been stated, most of the European Legations have provided themselves with guards, and the Chinese, having become reconciled to their presence, no longer object in our case.

Advices that reach the State Department do not indicate an immediate outbreak in China. But the reactionary policy of the Empress Dowager has caused a very uneasy feeling, and may afford one or more of the European Powers who have been active in Eastern affairs a pretext for making a coup, with results affecting the interests of the United States.

EQUIPMENT OF THE SOLDIERS.

Perplexing Difficulties Confronting the Quartermaster's Department

In the Procurement of Supplies for Troops During the Late War.

Review of the Operations of His Department Up to the Close of Hostilities Presented in the Annual Report of Quartermaster M. I. Ludington.

WASHINGTON, Nov. 26.—The annual report of Quartermaster M. I. Ludington reviews the operations of his office to the close of hostilities with Spain. Treating of the war as affecting the Quartermaster's Department, he said to properly clothe and equip this large number of soldiers for active and immediate operations in the field was a problem of vast proportions. Many difficulties were in the way. Contracts were promptly entered into for all the articles of clothing and camp equipage for which there would be an early demand, great care being taken to prevent the supply of articles being of inferior quality. The flannels of standard quality used for making army blouses and trousers were not to be had in the market, and it was necessary to have them manufactured. In the meantime the department, as far as possible, endeavored to procure articles conforming as nearly as practicable to existing standards, but had to resort to some extent to the purchase of dark blue trousers, so that the men might be quickly supplied.

The prompt supply of the large number of tents required by the increased force was a problem of different solution and called for extraordinary endeavors. At the beginning of the war there was but little cotton duck to be found in this country entirely suitable for military purposes, the supply having been depleted by the large demands for tentage for the Klondike region and the extensive purchases by the Navy Department.

With all the perplexing difficulties confronting the department in the matter of clothing and equipage supplies in the short period of three and one-half months an army of 275,000 men was equipped with such supplies, and the army in Cuba, consisting of 16,000 men, leaving their tentage behind, arrived at their camp at Montauk Point, N. Y., and found a complete new outfit of tents and clothing ready there for them.

During the war period animals were purchased costing $3,877,690, and wagons and harness costing $358,499. During this same period 83,077 tons of coal were purchased.

General Ludington discusses in detail transportation during the war. He says:

"From April 1, 1898, to the breaking up of Camp Wikoff, the aggregate movement of troops by rail amounted to 17,863 officers and 435,569 men. Low rates were secured by the Quartermaster's Department in making these movements, generally not exceeding 1 cent per mile for passengers, and in many cases much less, and about one-half the prevailing tariff rates for freight in excess of 150 pounds per man carried free. From the declaration of war to June 30, 1898, this department chartered for service on the Atlantic and Gulf waters 43 vessels, with a total tonnage of 104,201, and a carrying capacity of 1,287 officers and 22,335 men, with their arms, ammunition, equipment, medical and subsistence supplies and 6,746 animals. There were also chartered four water boats, with a total capacity of 820,000 gallons, three lighters, two tugs and one barge, also two barges purchased.

"Fourteen ships were chartered to June 30, 1896, on the Pacific Coast, having a total tonnage of 41,152, and carrying capacity of 629 officers and 13,059 men, with their complete outfit of camp and garrison equipment, arms, ammunition, medical and subsistence stores for a voyage of over 7,000 miles.

"The combined fleets on the Atlantic and Pacific coasts at the close of the fiscal year consisted of 69 vessels of various classes, with a total tonnage of 145,453 tons and carrying capacity of over 37,000 men. The total expenditures for fitting up these vessels, as far as reported, to June 30, 1898, amounted to $186,632.

"The payments for service vessels, under charter to June 30, 1898, were as follows: On Atlantic Coast and Gulf waters, $1,007,952; on Pacific Coast, $319,764.

"Since the 1st of January, 1898, there have been chartered on the Atlantic Coast four vessels, viz.: Steamship Wanderer, steamship Lagrande Duchesse, steamship Tarpen and steamship Ute. These vessels were made auxiliary to the fleet of transports for the transportation of troops and supplies to Cuba and Porto Rico, and increased the tonnage to 111,099 tons, and the carrying capacity to over 25,000 men.

"To meet the needs for light draught vessels for towing and lighterage at Santiago, two fine ocean tugs were chartered early in July, 1898, the Underwriter and the Gladisfen. There were also chartered for service in the movement of troops and supplies at Montauk, after the return of General Shafter's army from Cuba, one large steamship for the transportation of sick and wounded and five small steamers, three barges and two flat boats. These vessels since the abandonment of Camp Wikoff as a camp have been dispensed with. On the Pacific Coast four additional vessels were chartered for the transportation of troops and supplies to Manila, viz.: City of Rio de Janeiro, Pennsylvania, St. Paul and Tacoma."

Chief Postoffice Inspector.

WASHINGTON, Nov. 26.—The Postmaster General has appointed W. E. Cochrane, now Postoffice Inspector in charge at Denver, to be Chief Inspector of the Postoffice Department. He succeeds George B. Hammitt, who is assigned to service in the field.