NEW AMERICAN TERRITORY.

HOW HONOLULU RECEIVED THE FORMER QUEEN AND THE NEWS OF ANNEXATION.

LILIUOKALANI'S WELCOME HOME—SHE IS SATISFIED WITH THE NEW CONDITION—ARRIVAL OF THE PHILADELPHIA WITH ADMIRAL MILLER.

[BY TELEGRAPH TO THE TRIBUNE.]

Honolulu, Aug. 4, via Victoria, B. C., Aug. 12.—The home-coming of a throneless queen partakes more of the nature of a funeral than a fête. There was this about the return of the deposed Liliuokalani to her lost kingdom that impressed every one who witnessed the midnight scene. Hundreds of Hawaiians greeted her at wharf and home, and native Honolulu was ready for a night in the barbarism from which it sprung. Liliuokalani had come to her own again, and her people welcomed her from their hearts.

The Gaelic, on which Liliuokalani was known to have sailed, was sighted after midnight of August 1, off Koko Head. Once before the natives had prepared to welcome her, when she did not come, but, undeterred by the disappointment, many of them thronged to the deserted wharf and made ready to welcome the woman who was still a chieftainess to them. The white people, who might have scoffed, remained to wonder at the simple dignity and fervor of the welcome, and the perfect respect of it all; and those who had thought that Liliuokalani was not loved by her people had their doubts set at rest.

It was 2 o'clock before the Gaelic was sighted, but every passenger was on deck, for queens do not land every night. It was some time before Liliuokalani appeared on deck. Not a sound greeted her. Every native man stood with bared head and most of the women were weeping, but no one uttered a sound until the Queen herself broke the spell by greeting them with an affectionate "Aloha," which meant much from her lips. The response was a quick and fervid chorus of "Alohas."

WELCOMING THE FORMER QUEEN.

At Washington Place, the home of the Queen and the Dominis family, the ceremonies of the night began. In spite of the hour all of the Queen's retainers were gathered within the spacious grounds and servants in livery stood at the gate and at the front door. The Queen could be seen sitting in lonely state at a plain deal table, of a type to be found in most American kitchens, but though the table was plain, there was no one good enough to sit at it with the Queen. As she ate native girls waved white feather kahilis above her head.

After supper the Queen received her retainers. They fell on their knees on the veranda outside her door, and, still kneeling, crawled across the floor to her feet, where they touched her hand with their lips. Nearly all of the faithful ones were old, the young Hawaiians looking on askance at a ceremony that seemed to them incongruous. The old people did it naturally and simply, and crawled backward out of their Queen's presence. Two old women and an old man were droning in melancholy recitative the metrical history of the royal family. No one paid any special attention to them. But their sad voices made the night like one in old Hawaii. It was like the funeral of a chief.

At daybreak the natives were still celebrating the homecoming in their own way. The Kukui torches were flaring in broad daylight, and women with bundles of twigs were sweeping away the flowers that had been scattered in the pathway of the throneless Queen.

SATISFIED WITH ANNEXATION.

Liliuokalani says that she is satisfied with annexation, indeed glad of it, though it was a shock and surprise to her. She expects justice at the hands of the American people, and thinks that she will have a better chance to recover the crown lands from the Americans than from the Hawaiian Republic. She denies that she had made any effort to recover them as yet, and does not think she will make any proclamation to her people. Though she looks exceedingly well and is stately and handsome, it is believed she has cancer, as her physicians have so advised her, and, though it is said not to be malignant, its presence in the cords of the neck is a constant source of worry to her.

The homecoming of the Queen has in no way changed the political situation; everything waits on Admiral Miller's orders. It is expected that the remaining Manila-bound troops now in the harbor will sail on Thursday without waiting for the St. Paul or for the flag-raising, which many of the officers and men were anxious to see and participate in. There was considerable complaint by the men on the transports of improper food and crowding. The Pennsylvania, however, offered the most flagrant instance of overcrowding. Three hundred California recruits were compelled to sleep in cramped quarters in the forecastle. The men were without officers, and it was some time before their food was properly looked after. They threatened to mutiny, and, as a result, several were court-martialled. The Pennsylvania was towed into the stream Tuesday to prevent desertions. The men say that their ration of meat was frequently no larger than a hickory nut. Many of the men are ill, twenty-three cases of measles having developed on the City of Puebla in twenty-three hours. These men are in the quarantine hospital at Honolulu, though most of them will be taken to Manila. The Puebla has been thoroughly overhauled and fumigated.

Brigadier-General Otis's transport arrived on Sunday, with the men in good health and good humor, and sailed early Wednesday morning, and on Monday the men of the Rio were fed by the women of the Honolulu Red Cross.

INDEMNITY PAID TO JAPAN.

The Hawaiian Government has just agreed to pay a $75,000 indemnity to Japan for sending back several hundred indigent Japanese laborers some time ago. Japan demanded damages, but Hawaii, to be clearly within her rights, refused. The two countries had agreed to settle the affair by arbitration, but had not fixed upon an arbitrator, when President McKinley intimated that he would like the matter disposed of before the formal annexation. The indemnity was promptly voted by the Hawaiian Council of State in the interregnum of the Legislature.

It is thought by some that a desire on the part of the President to learn what had been done in the premises was the cause for the delay in the coming of Admiral Miller. Meanwhile political clubs continue to form and declare themselves. A large Republican Club in Hilo, the city of second size in the islands, has declared itself in favor of the franchise for all Hawaiians and Hawaiian-born Europeans. The most prominent club of natives has declared that since annexation is assured, good Hawaiians must now become good Americans.

Some excitement was caused last week by the distribution of two hundred pardons to those who took part on the losing side of the many revolutions. John Adams Cumming, a prominent royalist and half-white, who was Minister of Foreign Affairs under Kalakaua, who was the only man to pay his fine, will sue the Hawaiian Republic for the amount, $50,000.

The real trouble will come, however, when the question of franchise comes up. All over the islands, except in Honolulu, the whites appear to intend to do justice to the natives.

On Thursday morning the Para, with Major-General Otis aboard, and the City of Puebla, started for Manila, one day behind the other transports. The St. Paul will probably follow at once, and will coal with all speed immediately on her arrival. She is expected to overtake the others.

ARRIVAL OF THE PHILADELPHIA.

Five long shrill whistles in Honolulu means an American warship sighted off the harbor. This it was that sent all Honolulu to the piers and made the water-front look like a picnic ground at noon on August 3, when the hull of the Philadelphia came into view from the Honolulu wharves, though the whistler had announced that she was sighted an hour or more before. All over the town decorations of the American colors began to go up. New American flags went up for the first time, and the town was ablaze with the red, white and blue. As the annexationists had predicted, when the Philadelphia came in it seemed as though the necessity for raising the American flag had passed, as it already floated from a hundred points in town.

The Philadelphia had made good time, six days and twenty hours. A goodly part of the city of Honolulu turned out to welcome the official messenger of annexation, though the crowd was not nearly as large as that which greeted the arrival of the first fleet of transports, nor was it as enthusiastic. The Government tug, under a huge Hawaiian flag, held all the enthusiasm. The Government band, standing under the shelter of the flag, was playing Hawaiian National airs in memory of a dead nationality. The annexationists on board the tug cheered enthusiastically, but there was not a ripple of a cheer from the crowded line of wharves. Apparently annexation or independence was all one to them. The public were lazily curious and mildly interested, but the intense personal interest which all Americans take in great events was entirely lacking in this cool, indifferent crowd.

The Philadelphia picked her way so swiftly that the fussy tug with the smashing flag was left hopelessly in the rear. Midway in that crooked, narrow water that leads to Honolulu the Philadelphia saluted the flag of Hawaii, as it floated over the shore battery. A launch darted out from the Mohican's side, and made for the Philadelphia, where the Admiral, who has had almost a dozen flagships in as many months, could be seen on the bridge. The Philadelphia was high in the water, and the bay was carpeted with rowboats. As the anchors splashed overboard, many men expressed their gladness. Some welcomed the ship because she was an American, and the flag at her stern represented things that are dear to them. They welcomed her as they would anything American which came to them on a foreign shore. Others received her as a release from tyranny, all the more oppressive because dressed in freedom's garb. Almost the last to arrive was Prince David in his carriage, sole representative of Hawaiian royalty. The Prince was grave. Many of his hopes went down when the Philadelphia came.

One of the Philadelphia's boats came in, manned by bluejackets in white, with an officer in the stern. He was the bearer of Admiral Miller's compliments to the American Minister. The pomp and ceremony of formal annexation had begun.

Have You

ever used Lundborg's Violet Water? Delightfully refreshing and fragrant.

TROOPS TO LEAVE CHATTANOOGA.

LEXINGTON AND KNOXVILLE WILL PROBABLY BE SELECTED AS PLACES FOR CAMPS.

Chattanooga, Tenn., Aug. 12 (Special).—The paymaster began work with the 2d Kentucky this morning, and had finished this regiment by noon. The organizations that were paid this afternoon were the 1st Georgia and several of the artillery batteries, and the New-York Signal Corps. The remaining batteries will be paid tomorrow. There are four here from Ohio, two from Georgia, and one from Indiana.

General Sanger, commander of the Third Division of the First Army Corps, left the Park this morning for Lexington, Ky., to investigate and report on the condition of the tract of land there offered as a military reservation. He will make his report to the Secretary of War in a day or two after his arrival there, and orders from Washington will then be sent to General Breckinridge setting the dates for the departure. It is expected that the Third Division will leave for Lexington about August 20. It was said at the Park this morning that General Sanger's visit to Lexington will be merely formal, as the Department has fully decided to establish a camp there.

General McKee, who succeeded General Poland as commander of the Second Division of the First Army Corps, started this morning on a formal visit to Knoxville. He goes for the purpose of looking over the ground. The matter has already been settled in Washington.

"Suppose, General, that adverse reports are made by Brigadier-Generals Sanger and McKee on Lexington and Knoxville. Will it have the effect of keeping the troops here?" asked a man this morning.

"No," was the prompt reply. "Don't you know that the War Department has decided to send two divisions away from here, and even in case Knoxville and Lexington were reported against other places could be found."

The Third Division will go by train to Lexington, and probably the Second Division will also ride. There was some talk at the Park this morning of the Second Division marching part of the way to Knoxville and then taking cars for the rest of the way.

"The fact," said an officer this morning, "that Surgeon-General Sternberg has protested against the plan of marching will have very little weight with the War Department, if we can judge the future by the past."

It is believed at the Park to-day that the artillery brigade will be moved to Montauk Point. Brigadier-General Williston, commander of the brigade, with two other officers, have started on their second trip. It is pretty definitely settled that he goes to look over the place as a camping ground.

Major Way, the engineer officer of the First Cavalry Brigade, has started to Huntsville to map out a route to that point. After his return one of the cavalry regiments will be sent there on a practice march, probably the 1st Illinois Cavalry.

Surgeon-General Sternberg, at Washington, has been informed that a hundred men are required for the new field hospital, and that they can be used right away.

Chattanooga will be retained as the supply station of the different divisions to move away. All supplies will come and be issued through this station.

Lieutenant Nelson, of Company M, 8th New-York, is entertaining his mother and sister from New-York. Lieutenants Benham and Smith, of the 8th New-York, are absent on sick leave.

Lieutenant Arthur Jest, of Company B, 8th Regiment, has gone to New-York, his resignation having been accepted, and Captain Mitchell and Lieutenant Foley, of the 8th, started for New-York to-night.

A WARNING TO ARMY SURGEONS.

Washington, Aug. 12.—Surgeon-General Sternberg has issued the following circular:

War Department,
Surgeon-General's Office, August 12, 1898.

Chief surgeons of army corps, of divisions and of smaller independent commands are expected to make timely requisition for medical supplies. It must be remembered that some delay is often unavoidable in putting up supplies at the supply depots, and in their transportation to the point at which they are needed. In an unexpected emergency telegraphic requisition must be made and supplies will be sent by express. But it must be remembered that this mode of transportation is very expensive, and that failure to make requisition in advance of immediate needs entails unnecessary expense upon the Government. Division and field hospitals in which typhoid fever and other serious cases are treated, should be liberally supplied with all articles necessary for the treatment and comfort of the sick. The field supply table applies only to mobile commands and division hospitals to accompany them on short notice.

DISTRIBUTION OF RED CROSS FUNDS.

Washington, Aug. 12.—Surgeon-General Sternberg has written a letter to Cleveland H. Dodge, chairman of the Supply Committee of the Red Cross, acknowledging the receipt of $5,000, which he will distribute. He will send $1,000 to Colonel Forwood, chief surgeon at Montauk Point, for the purchase of delicacies for the sick arriving at that place; to Lieutenant-Colonel Havard, at Santiago, $1,000, for use of the sick at that place; $1,000 to Colonel Greenleaf, chief surgeon, General Miles's staff, in Porto Rico; $1,000 to Lieutenant-Colonel Hoff, chief surgeon at Camp Thomas, Chickamauga; $500 to Major Hale, in charge of the United States General Hospital at Fort Thomas, Kentucky, and $500 to Major Fay, in charge of the United States hospital at Fort McPherson, Georgia.

MR. LONG PRAISES THE NAVY

SECRETARY TELLS TO WHAT SUCCESS IN WAR WAS DUE.

[BY TELEGRAPH TO THE TRIBUNE.]

Boston, Mass, Aug. 12.—John D. Long, Secretary of the Navy, arrived at his home in Hingham at 9 o'clock this morning, and gave an interview to The Tribune correspondent.

"We are preparing to begin the work of dismantling and reducing expenses now that the war is over," said Secretary Long, "and that of course means that there is a good deal of work ahead of the Navy Department before the normal condition is reached."

In speaking of the success of the Navy in getting its vessels ready, increasing its strength and taking care of its sailors, Mr. Long said:

"First, we had an excellent system and organization. Each bureau—and there is one bureau for every phase of Naval work—is thoroughly adapted to its work. At the beginning of the war each bureau chief was told that I would back him in every way with money and power, but that he was to be held in strict personal responsibility for the conduct of his bureau. Then these bureau chiefs are men of the highest capacity and training, and too much cannot be said in praise of the way in which they have done their work. There has hardly been a mistake, or what I might call a single failure, in preparing for any emergency that has arisen.

"The bureau chiefs exhibited a good deal of foresight in getting ready beforehand. The hospital ship Solace will be in Boston in a week or two, and I want the people of Boston to look at that vessel as a type of what has been done in this way.

A FINE BODY OF OFFICERS.

"Then, too, there could not have been a finer body of officers. The spirit that has animated them in the discharge of their duties has been simply ideal. They have held life, health, personal and domestic considerations as nothing in the light of their duty. That is what I call patriotism. To these things they have added brains, and if that does not make a full explanation of their success I don't know what does."

Of our naval strength in the future, compared with England, France, Russia and other European Powers, Mr. Long said:

"There will be a natural growth of our naval power commensurate with our territorial expansion. It is doubtful, however, if we should develop it as England does, because from our geographical position there is not the same necessity."

In reference to the Sampson-Schley incident the Secretary talked briefly and explained one point which was apparently left in doubt in his letter in regard to Admiral Sampson.

"I think a mistake is made in supposing that in time of war, or with war in prospect," he said, "officers are to be selected according to their seniority in rank. If that were the case I should not want to take the responsibility of being Secretary of the Navy. It is not seniority that should control at such times, but the question of who, under all the circumstances, at the time and place, is regarded as the fittest man. For instance, Dewey was appointed to the command of the Asiatic squadron last December, when clouds were gathering, although there were a dozen officers his senior, one or two of whom desired that place. And yet I have never heard any one say that there was any injustice done or any mistake made in that selection."

AS TO CONGRESS ELECTIONS.

Mr. Long, in discussing the condition of politics in the country, had this to say of the questions on which, in his judgment, Congress elections would turn this fall:

"I think that the old sectional feeling is absolutely and utterly wiped out. The tariff and currency questions are utterly overshadowed by the tremendous rapidity with which recent important events have followed one another. The success of the Administration and its ability to successfully cope with large questions has, I believe, been universally recognized. President McKinley has been confronted with the gravest problems and questions of the destiny of the Republic.

"I don't think it is going to be a good time for contests, as Thomas B. Reed expressed it in his district, and I believe that to be true of other districts throughout the country. There is generally a feeling in favor of helping the Administration instead of fighting it. Then, too, the war being over, there is an intense readiness for a renewal of prosperous conditions. I expect to see the renewal of industry and enterprises that will be of profit to capital and to labor alike."

Asked about the report that he might be a candidate to succeed Mr. Lodge in the Senate, Mr. Long said:

"I know nothing of it, and it isn't so. You may say that I am a candidate to get out of politics, not in."

HAPPENINGS AT NEWPORT NEWS.

STEAMER FROM SPAIN ARRIVES—PREPARATIONS FOR THE LAUNCH OF THE ILLINOIS.

Newport News, Va., Aug. 12 (Special).—The British steamship Croydon, Captain Butler, the first vessel to arrive in Hampton Roads, and probably at any American port, from a Spanish port since the beginning of hostilities between the United States and Spain, entered this afternoon at 1 o'clock on the day on which the last ray of doubt in the peace negotiations was cleared away. The Croydon came to Newport News directly from Cadiz, Spain, without making another port. There is an interesting story in connection with Captain Butler's mission to Spain, which reveals a condition of affairs that was not generally known.

In the latter part of June the United States Shipping Company dispatched a large cargo of provisions on one of its liners from New-York to Liverpool. These goods bore the required United States stamp. At Liverpool the supplies were put ashore and afterward transferred to the Croydon and consigned to the agents of the Spanish Government at Cadiz. Still bearing the American stamp, the goods were unloaded at Cadiz. The fact that the goods bore the stamp of this country made little difference in Spain, and the supplies were distributed among the starving soldiers in the Spanish garrisons. The Croydon was docked this afternoon, as she is now taking on a cargo of coal for the United States Government. It is understood that the coal is for the Philippines.

The only events of interest at camp to-day were a dress parade by the 5th Illinois and a street parade by the 160th Indiana, both attracting large crowds.

The men of all of the regiments here are anxious to be mustered out. As long as there is no prospect of going to Porto Rico or Cuba, the soldiers have a preference for home, and, judging from the remarks of an officer of high standing, it is not unlikely that the next sixty days will see the troops here mustered out of service. The 5th Illinois men have not received their pay for July, and the majority of the men are without funds.

The coal agency received orders from Captain Jewell late last night to coal the cruiser Minneapolis as early as possible this morning. All day barges have been alongside the cruiser, and preparations are being made to sail. It is confidently expected that she will get away in the next twenty-four hours. Orders for supplies and medicines must be filled to-morrow morning at the latest.

Preparations are under way at the shipyard for the launch next month of the battle-ship Illinois, which has been ready to leave the ways for several weeks. September 15 was first selected as the time for the ceremony, but it is understood now that the 20th, or the nearest day to that bringing high tide at a convenient hour, will be designated.

NO WEST INDIA POSTMASTERS YET.

Washington, Aug. 12.—The Postoffice Department is hearing from the people who desire to obtain appointments as postmasters in Cuba, Porto Rico and other newly acquired possessions. No such appointments can be made, however, in the absence of Congressional authorization. Meanwhile employes of the Department will be detailed for this service. The Interior Department is also receiving numerous inquiries in regard to public lands in the new territory, but has no official information to give on this matter.

GOOD HEALTH IN THE SIGNAL CORPS.

Washington, Aug. 12.—The Signal Corps has been peculiarly fortunate in the preservation of the health of its men during the war. Their operations have been wherever the Army was, amid the sickness of Santiago as well as elsewhere, and yet the death by disease of none of the men has been reported. One officer died of fever, but none of the men from disease. Two have been killed.

MONEY FOR THE TROOPS.

Washington, Aug. 12.—The War Department has decided to send more paymasters to Manila. They will take $1,000,000 with them to pay the troops in the Philippines. A million dollars, also, will be sent to pay the troops in Porto Rico, but the paymasters in Santiago will be sent over to Porto Rico to disburse the money.

NAVAL OFFICERS PROMOTED.

EMINENT AND CONSPICUOUS CONDUCT IN BATTLE REWARDED.

THE NAVY DEPARTMENT ISSUES AD INTERIM COMMISSIONS.

Washington, Aug. 12.—The Administration has decided not to adhere to its formerly expressed announcement that the promotions in the Navy would be made as the result of recommendations by a board whose duty it should be to review the achievements of naval officers throughout the Spanish war, and to-day the Navy Department made public the following promotions in the North Atlantic fleet, previous publications having been inaccurate in some particulars. These are ad interim commissions, and hold until the Senate confirms or rejects them. They take date of August 10, 1898, and in each case are for eminent and conspicuous conduct in battle:

Commodore WILLIAM T. SAMPSON, advanced eight numbers and appointed a rear-admiral from August 10, 1898, for eminent and conspicuous conduct in battle. Takes rank next after Rear-Admiral John A. Howell.

Commodore WINFIELD S. SCHLEY, advanced six numbers and appointed a rear-admiral from same date and for same reason. Takes rank next after Rear-Admiral William T. Sampson.

Captain JOHN W. PHILIP, advanced five numbers and appointed a commodore. Takes rank next after Commodore John C. Watson.

Captain FRANCIS J. HIGGINSON, advanced three numbers. Takes rank next after Captain Bartlett J. Cromwell.

Captain ROBLEY D. EVANS, advanced five numbers. Takes rank next after Captain Charles S. Cotton.

Captain HENRY C. TAYLOR, advanced five numbers. Takes rank next after Captain John J. Read.

Captain FRANCIS A. COOK, advanced five numbers. Takes rank next after Captain Yates Stirling.

Captain CHARLES E. CLARK, advanced six numbers. Takes rank next after Captain William C. Wise.

Captain FRENCH E. CHADWICK, advanced five numbers. Takes rank next after Captain Charles D. Sigsbee.

Lieutenant-Commander RAYMOND P. RODGERS, advanced five numbers. Takes rank next after Lieutenant-Commander Charles C. Cornwell.

Lieutenant-Commander SEATON SCHROEDER, advanced three numbers. Takes rank next after Lieutenant-Commander Duncan Kennedy.

Lieutenant-Commander RICHARD WAINWRIGHT, advanced ten numbers. Takes rank next after Lieutenant-Commander James D. T. Kelley.

Lieutenant-Commander JOHN A. RODGERS, advanced five numbers. Takes rank next after Lieutenant-Commander Edwin K. Moore.

Lieutenant-Commander JAMES K. COGSWELL, advanced five numbers. Takes rank next after Lieutenant-Commander James R. Selfridge.

Lieutenant-Commander WILLIAM P. POTTER, advanced five numbers. Takes rank next after Lieutenant-Commander Ebenezer S. Prime.

Lieutenant-Commander GILES B. HARBER, advanced five numbers. Takes rank next after Lieutenant-Commander Nathan E. Niles.

Lieutenant-Commander NEWTON E. MASON, advanced five numbers. Takes rank next after Lieutenant-Commander Benjamin H. Buckingham.

Lieutenant ALEXANDER SHARP, Jr., advanced five numbers. Takes rank next after Lieutenant William G. Cutler.

Lieutenant HARRY McL. P. HUSE, advanced five numbers. Takes rank next after Lieutenant William R. Rush.

Chief Engineer CHARLES J. MACCONNELL, advanced two numbers. Takes rank next after Chief Engineer John Lowe.

Chief Engineer JOHN L. HANNUM, advanced two numbers. Takes rank next after Chief Engineer Henry S. Ross.

Chief Engineer ALEXANDER B. BATES, advanced three numbers. Takes rank next after Chief Engineer John D. Ford.

Chief Engineer ROBERT W. MILLIGAN, advanced three numbers. Takes rank next after Chief Engineer Alexander B. Bates.

Chief Engineer CHARLES W. RAE, advanced three numbers. Takes rank next after Chief Engineer George W. Baird.

Chief Engineer WARNER B. HAYLEY, advanced two numbers. Takes rank next after Chief Engineer George Cowie.

Passed Assistant Engineer GEORGE W. M'ELROY, advanced three numbers and appointed chief engineer. Takes rank next after Chief Engineer Robert I. Reid.

Commander BOWMAN H. M'CALLA, advanced six numbers and appointed a captain, to restore him to his original place on the Navy list. Takes rank next after Captain Caspar F. Goodrich.

The following take rank from the same date, but different reasons are assigned for their advancement:

Lieutenant (junior grade) VICTOR BLUE, advanced five numbers for extraordinary heroism. Takes rank next after Lieutenant (junior grade) Ford H. Brown.

Lieutenant-Colonel ROBERT W. HUNTINGTON, advanced one number and appointed a colonel in the Marine Corps for eminent and conspicuous conduct in battle.

Captain GEORGE F. ELLIOTT, advanced three numbers for same reason. Takes rank next after Captain Carlile P. Porter, United States Marine Corps.

First Lieutenant LOUIS C. LUCAS, given the rank of captain by brevet in the Marine Corps for conspicuous conduct in battle at Guantanamo, Cuba, from June 13, 1898.

First Lieutenant WENDELL C. NEVILLE, given the rank of captain by brevet from same date and for same reason.

Second Lieutenant LOUIS J. MAGILL, given the rank of first lieutenant and captain by brevet in the Marine Corps for good judgment and gallantry in battle at Guantanamo, Cuba, from June 13, 1898.

Second Lieutenant PHILIP M. RANNON, given the rank of first lieutenant by brevet in the Marine Corps for conspicuous service in battle at Guantanamo, Cuba, from June 13, 1898.

Captain PAUL ST. C. MURPHY, given the rank of major by brevet in the Marine Corps for gallant service in the naval battle of Santiago from July 3, 1898.

Second Lieutenant THOMAS S. BORDEN, given the rank of first lieutenant by brevet in the Marine Corps for distinguished service in the naval battle of Santiago from July 3, 1898.

EXPERIMENTS WITH AIR BAGS.

LIEUTENANT HOBSON SPENDS A BUSY DAY TESTING APPARATUS FOR RAISING SUNKEN VESSELS.

Lieutenant Hobson spent nearly the entire day yesterday on a wrecking barge and tug anchored in the Bay off the Staten Island shore, making tests of rubber air bags and safety air valves, in company with the representatives of the manufacturers. He left the city about 10 o'clock yesterday morning on the wrecking tug Hustler, which he boarded at Pier No. 18, East River. Accompanying him were A. G. Delanoy, representing the George F. Black Company, manufacturers of compressed air machinery; George H. F. Schrader, representing the manufacturers of the Schrader safety valve; Milton A. Hudson, of the Consolidated Safety Valve Company, and G. P. Dodge, president of the Mineralized Rubber Company.

At the Merritt & Chapman Derrick and Wrecking Company's station, at Stapleton, Staten Island, extensive preparations had been made for the experiments on board the tug William Cooley and the barge Henry Seymour, under the direction of Captain Charles N. Andrews, of the wrecking company. Air pumps had been set up, diving apparatus had been prepared, and three great anchors, weighing in the aggregate 21,800 pounds, had been lashed together. Lieutenant Hobson and the party boarded the Cooley, and shortly before noon it moved out into the Bay to a point where the lead showed twenty feet of water. Luncheon was served on board, and the Lieutenant rowed ashore to telephone his regrets at being unable to keep an appointment at 2 o'clock.

There were two large oblong rubber bags on board, similar to those which have been purchased by the Government to be used in raising the Cristobal Colon. These bags are placed in the hold of a sunken vessel and inflated under heavy air pressure under water. When raised to the surface and relieved from the water pressure they are liable to explode, permitting the vessel to sink. The safety valve is designed to release the air when the pressure rises above that which the bag is calculated to stand. The bags used in the test yesterday had a capacity of 400 cubic feet and a lifting power of eight and one-half tons each.

One of them was attached to the anchors, and after being partly inflated was swung over and dropped to the bottom of the Bay. To this bag no safety valve was attached, and it was inflated until the air pressure showed twenty-five pounds. Johnson, the diver, made several descents, returning to the surface at short intervals to make reports, after which he cut the rope which held the bag to the anchors. It shot to the surface, clearing the water like a big fish, and then floated with the tide, much to the surprise of the experimenters, who had expected it to explode.

Tests of the valves on shipboard followed, after which a Schrader safety valve was attached to the second air bag and it was lowered to the bottom with the anchors. Two rubber pipes led from the vessel to this bag, one being at the connection with the air pump and the other brought aboard from the end of the bag opposite that from which the air entered. When the pressure reached twenty-one pounds at the feed end the other gauge showed only eighteen pounds. This was puzzling to the experimenters until a small leak was found by the diver. The pressure did not rise above twenty-one pounds, although the pump was kept going, and a mass of bubbles showed that the valve was releasing the excess pressure.

Finally the second bag was cut loose. It shot out of the water so close to the side of the barge that the spectators were covered with spray. It had hardly reached the surface before there was a sharp report and the bag collapsed. The representative of the safety valve company explained that it was never intended that the bags should come to the surface so quickly, as the valve had no time to relieve the air pressure. In actual use the vessels came to the surface slowly.

It was nearly 5 o'clock before the experiments were abandoned, with the understanding that they would be continued this morning, probably from the Ward Line pier, in this city. Lieutenant Hobson, who had taken an active and tireless part in conducting the experiments, would not discuss them except to say that they had been fairly successful in demonstrating the value of the bags and valves. He was brought up the Bay on the Cooley.

PRIZE SCHOONER WRECKED.

THE SALVE MARIA, WHICH WAS CAPTURED BY THE HORNET, RUNS AGROUND NEAR KEY WEST.

Key West, Fla., Aug. 12.—The two-masted Spanish schooner Salve Maria, of about thirty tons, was wrecked last night on the shoals of the Western Dry Rocks, nine miles southwest of Key West. She is a total loss. The ten men on board her were taken off to-day by a Government tug and brought here. They are Boatswain's Mate McManus and Seamen McKeown and Foley, of the gunboat Hornet, who were the prize crew selected to bring her to this port, and seven Spanish prisoners, including Captain Pallobanto, who owned the boat; her crew of four and two of the captain's friends who were designated as passengers.

The Salve Maria was captured by the Hornet off Francis Key, near the Isle of Pines, last Saturday night. She was in ballast, carrying only the personal effects of the Spaniards aboard her. Captain Pallobanto, who is a native of the Island of Majorca, explained that he had recently purchased the schooner, which was almost new, and, with his companions, had put out of Batabano to avoid death from starvation, intending to make for the first Central American port that offered food and shelter. They did not deny that they were loyal subjects of Spain.

The Hornet took the schooner in tow until last Wednesday morning, when a stiff breeze came up, and it was decided to send her in under her own sail. The prize crew were put aboard and the Hornet left her and proceeded to Key West, arriving here the same night. The schooner was then about eighty miles southwest of here. All went well until 11 o'clock last night, when the Salve Maria, under full sail, went bow on upon the shoals. Several holes were stove in her hull and she filled with water up to the deck line. The vessel and her company lay helpless all last night, but fortunately the wind and weather were favorable, and, being well supplied with food, the men suffered no great hardship.

In the night, however, one of the Spanish passengers grew fractious and insisted that something be done to relieve the situation. To check any possibility of trouble, McKeown promptly thrust a revolver in the Spaniard's face and threatened to shoot him. The threat proved effectual.

Early in the morning the pilot boat Glance, under Captain Samuel Weltus, came upon the wrecked mariners, and offered to bring them to Key West, but in spite of the perils and discomforts of the situation McManus answered that his orders were to take the ship in, and he would not leave her.

The pilot boat returned and reported to Commodore Remy, who sent the tug Accomac, Captain Angus, to the rescue. The tug attempted to pull the schooner off, but after several futile efforts it was decided that she was too far gone to be saved.

SOLDIER STABBED AT CAMP HAVEN.

HIS ASSAILANT CAPTURED—EXPECTING TROOPS FROM THE SOUTH.

Camp Haven, Niantic, Conn., Aug. 12 (Special).—Brighter weather and the belief that the Government will send some of the troops from the South to this camp have served to cheer up the depressed soldiers here. Adjutant-General Haven, of this State, has sent to Washington full descriptions of Camp Haven and the neighboring land, which is available for encampment purposes, and it is hoped that the Government's original intention to locate a large Army camp here may be carried out shortly.

It is the general belief among the officers of the 3d Regiment to-night that the regiment will be mustered out in the course of a few weeks. The artillerymen still believe that their services will be needed.

Sergeant-Major R. P. Freeman, of the 3d, who has been on sick leave at his home in New-London for two weeks, returned to camp to-day.

A serious stabbing affray occurred in Battery B's camp, at Fort Griswold, last night. Private Samuel Tompkins, a colored man, who enlisted as a cook, became involved in a dispute with Private J. Muth, a white man. Tompkins threw a sharp knife at Muth, which struck him in the leg, cutting a gash six inches long. Tompkins then ran the guard and escaped. Lieutenant William Basely, the officer of the day, sent several squads of men out to hunt the fugitive, who was finally found crouched behind a barrel in a backyard. He is now locked up, and will be court-martialled.

MILITARY HONORS FOR COLONEL BOGAN.

HIS BODY BORNE TO THE GRAVE BY MEN OF HIS COMMAND.

Boston, Aug. 12.—Colonel Frederick B. Bogan, late commander of the 9th Regiment, Massachusetts Volunteers, was buried to-day with all the solemnity of a military funeral. The city has seldom witnessed more imposing ceremonies than those attending the laying of the body of this soldier in its final resting-place in Holy Cross Cemetery, Malden. Although the service at St. Catherine's Church, Charlestown, was not to begin until 10 o'clock, at an early hour the approaches to the building were closely packed with people, and the streets in the vicinity were filled.

Shortly after 9 o'clock the body was taken from the armory to the church, where a solemn high mass of requiem was celebrated by the Rev. Albert M. Ready, the pastor, assisted by the Rev. John F. Cummins, of Roslindale, deacon, and the Rev. Daniel J. Cronin, of St. Catherine's, sub-deacon. The eulogy was delivered by the Rev. James Lee, former chaplain of the 9th Regiment and an intimate friend of Colonel Bogan. Among those present at the church were Governor Wolcott, Mayor Quincy and delegations from many civil and other organizations. At the close of the service the body was taken to Holy Cross Cemetery under escort of the 5th Regiment, which had come from camp for the purpose. The body-bearers consisted of the following detail from the 9th Regiment, now in Virginia, sent North through the influence of Congressman Fitzgerald: Captain Keefe, Company A, Cambridge; Lieutenant Heaty, Company K, Clinton; Sergeant-Major Edward Logan, non-commissioned staff, Boston; Corporal Timothy S. Hine, Company F, Lawrence; W. W. Clarke, Company I, Boston; Arthur O. Lenthler, Company L, Boston; Charles T. Dennan, Company B, Winchester; Harry A. Leonard, Company B, Boston; James Kirby, Company H, Boston, and E. A. Murphy, Company D, East Cambridge.

Crowds along the streets through which the procession passed stood with bared and bowed heads as the hearse went by. Following the hearse was led the horse of the dead commander, the gift of friends, made after Colonel Bogan had enlisted for the war.

MAINE REMEMBERED IN MONTEVIDEO.

Washington, Aug. 12.—The State Department has received the following from the Consul at Montevideo:

The sacrifices of those who were lost in the destruction of the Maine in Havana Harbor are not forgotten in this far-away place. I have the pleasure to report that the masters of the American ships war-bound here, and others, have placed a very beautiful, costly and permanent porcelain mortuary wreath on the walls of the Consulate as an expression of their sorrow and remembrance of our dead in that foul crime. Those who thus remembered the heroic dead were: Captain Hinds, bark Edward L. Mayberry; Captain Sewall, ship Benjamin H. Sewall; Captain Avis, bark Ella; Captain Norton, bark Justin H. Ingersoll; Captain Higgins, bark Minnie Swan; Captain Gifford, whaler Sunbeam; Captain Colbert, schooner Stowell Sherman; Captain W. D. Evans, retired, resident here; Manuel Botheu, Navy's store consignee here; Dr. J. Clyde MacCartney.

The plaque of dedication reads:

"Remember the Maine.
The brave dead sleep blest."

TREASURY VESSELS TO BE RETURNED.

Washington, Aug. 12.—The Navy Department today issued orders detaching all naval officers from the Mangrove, the lighthouse vessel which has been in service at Key West, and will turn it back to the Treasury Department. Four revenue cutters on the Pacific Coast have also been turned back to the Treasury Department. The Treasury Department desires the Mangrove for use along the coast. The Navy Department, with peace declared, will return all Treasury vessels. The action in regard to the Mangrove is really the beginning of the dismemberment of the auxiliary navy.

SOLDIERS DEVELOP MALARIAL FEVER.

The six colored soldiers who were taken to the Hudson Street Hospital with injuries and various afflictions have all developed malarial fever. They are the members of the 8th Illinois Regiment, which departed on the Yale Thursday from this port. It is thought that besides the external injuries some of the men had they had also germs of malarial fever long before they arrived in the city. They are doing as well as could be expected.

The next Quarterly Issue of the TELEPHONE DIRECTORY goes to press on September 1st.

This issue will be used during three of the busiest months of the year. To secure listing in it, contracts for telephone service should be made during August.

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GUARD AGAINST YELLOW FEVER.

EVERY PRECAUTION TAKEN BY WAR AND TREASURY DEPARTMENTS—INSPECTORS TO BE PLACED IN CUBA AND PORTO RICO.

Washington, Aug. 12.—Every precaution is being taken by both the War and the Treasury Departments to prevent the introduction of yellow fever into the United States. The officials of the two departments are co-operating thoroughly in the efforts that are being made, and the opinion of those best informed is that they will be successful.

Adjutant-General Corbin last night sent the following dispatch to General Shafter, in command of the American forces at Santiago, and shortly afterward made it public:

Adjutant-General's Office,
Washington, August 11, 1898.

Commanding General U. S. Forces, Santiago de Cuba:

The Secretary of War directs that the following instructions be sent you:

That medical officers of the United States Marine Hospital Service be immediately detailed for duty at Santiago, and subsequently at other Cuban or Porto Rican ports under control of the United States forces, to carry out the requirements of the Quarantine law of 1883. Such officers to issue certificates and perform other duties of sanitary or other port inspectors.

That all sanitary matters pertaining to the condition of transports and crews be placed under the jurisdiction of the medical officers of the United States Marine Hospital service. Every vessel engaged in the transport service between the United States and Cuban or Porto Rican ports to carry a medical officer of the Army or of the Marine Hospital Service, whose