TEN NEW REGIMENTS.

THEIR ENLISTMENT ORDERED FOR SERVICE IN THE PHILIPPINES.

SECRETARY ROOT SAYS THE POLICY OF THE DEPARTMENT IS TO GIVE GENERAL OTIS ALL THE TROOPS HE CAN USE—THE COLONELS NAMED.

Washington, Aug. 17.—"The policy of the War Department," said Secretary Root, to-day, "is to furnish General Otis with all the troops and supplies that he can use, and which are necessary to wind up the insurrection in the Philippines in the shortest possible time."

The Secretary was speaking of the ten regiments which were called out to-day by order of the President. He said that no delay would be allowed in enlisting, equipping and supplying the new regiments, or in transporting them, as well as the other regiments already organized, to the Philippines as soon as they were needed for active operations. If the present number of transports is insufficient more will be procured. The men already enlisted for the Philippine service will be sent at once, and the new regiments will be forwarded as fast as they are organized and needed. While there have been suggestions that the new regiments will be used as a reserve force, it may be stated positively that these regiments as well as more, if they can be used, will be sent to reinforce General Otis.

PROMPT COMPLIANCE WITH THE ORDER.

Secretary Root sent a copy of the order of to-day to the various departments of the army and they at once began preparations for supplying the new organizations. Within half an hour the Ordnance Bureau had sent orders to the different arsenals directing that complete outfits of arms and ordnance supplies for each regiment be sent to the rendezvous where they are to be organized. The quartermaster's department gave orders for supplying tents, clothing and other equipments furnished by that department, while the commissary department ordered a sufficient supply of rations to be on hand to feed the troops as fast as they arrive. The medical department was also directed to see that supplies were sent out. The regiments will be recruited with the same care exercised in enlisting the first ten regiments.

The districts which were not thoroughly covered in recruiting for the first regiments will be visited by the officers in the new organizations. It is the intention of the Department to have the regiments give more attention to firing than any other feature of the drill. The men will be armed as are the Regular infantry regiments, with the magazine Army rifle.

SELECTION OF OFFICERS.

The selection of the majors and company officers for the regiments is now occupying the attention of the Secretary, and the men are being chosen from among the volunteers who were called out in the Spanish war. The officers will be distributed as equitably as possible among the different States, but the efficiency records of the men will govern to a great extent in their selection.

The regiments will be numbered from 38 to 47, and will be organized at the following places in the order named: Jefferson Barracks, Missouri; Fort Crook, Nebraska; Fort Riley, Kansas; Camp Meade, Pennsylvania; Fort Niagara, New-York; Fort Ethan Allen, Vermont; Fort Leavenworth, Kansas; Fort Snelling, Minnesota; South Framingham, Mass., and Camp Meade, Pennsylvania.

COLONELS FOR THE NEW REGIMENTS.

The colonels and lieutenant colonels of the new regiments are announced as follows:

Colonels—38th, George S. Anderson, major, 6th Cavalry; 39th, R. L. Bullard, captain, sub-department; 40th, E. A. Godwin, captain, 8th Cavalry; 41st, E. T. C. Richmond, captain, 2d Artillery; 42d, J. M. Thompson, major, 24th Infantry; 43d, Arthur Murray, captain, 1st Artillery; 44th, E. J. McClernand, captain, 2d Cavalry; 45th, J. H. Dorst, captain, 4th Cavalry; 46th, W. S. Schuyler, captain, 5th Cavalry; 47th, Walter Howe, captain, 4th Artillery.

Lieutenant colonels—E. B. Pratt, captain, 23d Infantry; C. J. Crane, captain, 24th Infantry; — Byrne, captain, 6th Infantry; J. S. Mallory, captain, 2d Infantry; E. H. Crowder, major, judge advocate; James Parker, captain, 4th Cavalry; Francis Michler, captain, 5th Cavalry; W. E. Wilder, captain, 4th Cavalry; J. H. Beacom, captain, 6th Infantry, and John Bigelow, jr., captain, 10th Cavalry.

The new regiments will be organized under the general instructions issued at the time the first ten regiments were called out. In the list of lieutenant colonels announced it is not known whether Bernard A. or Charles Byrne is intended. Both are captains in the 6th Infantry. General Otis has been cabled for the full name, as the officer was designated by him.

DIFFICULTY IN THE SOUTHERN STATES.

It appears that the ten new regiments are to be recruited mainly in New-England and the Middle and Central Western States. Kansas and Pennsylvania have apparently been selected as the best fields for recruits. It is said no special effort is to be made to secure recruits in the Southern States. This is due, it is said, to the experience of the officers who operated in that quarter for recruits for the ten volunteer regiments just organized. The only places where difficulty was experienced in securing men were in Georgia, Alabama and the Carolinas and the Gulf States and the two Northwestern Pacific States.

To-day's action will add 13,090 men to the enlisted strength of the Army, and increases the strength of the Army to 35,045 men. The total number of volunteers called into the service is 30,170 men, being only 4,893 men short of the total authorized volunteer establishment of 35,000. It is stated at the Department that the number of volunteers already called into service is regarded as amply sufficient to meet all possible needs of the Army, and that there is no possibility that the remaining 4,893 volunteers will be called for.

Yesterday's recruiting for the volunteer army amounted to 289 men, making the total to date 14,122, or 1,032 in excess of the number required to complete the ten regiments organized under the orders of July 5. All of these regiments have received their full quota, except the 29th Regiment at Fort McPherson, Georgia; the 33d, at Fort Sam Houston, Texas, and the 35th Regiment, at Vancouver Barracks. These three regiments will be filled by the use of the overflow from the more successful regiments. The remainder of the excess will be used in filling the volunteer regiments being organized in the Philippines, which are about eighteen hundred men short.

RECORDS OF THE COLONELS.

The records of the men who have been appointed colonels of the volunteer regiments authorized to-day follow:

Edward A. Godwin was born in and appointed from West Virginia, and is a graduate of the Military Academy. He has served continually with his regiment since 1870, in New-Mexico, Texas, Kansas and South Dakota.

Ephraim T. C. Richmond was born in and appointed from Maryland to the Military Academy; has served at various posts on the Atlantic seaboard and at several stations on the Pacific Coast; was on duty in Alaska in 1868 and 1869, and again in 1871 and 1872; has also served two details on college duty; is a graduate of the Artillery School.

J. Milton Thompson was born in and appointed from New-Hampshire; served as a private in New-Hampshire volunteers, and second lieutenant, first lieutenant and captain of colored troops, November 7, 1861, to January 31, 1866. He has been with his command in the Western and Southwestern States and Territories since 1867; was brevetted first lieutenant for gallant and meritorious service at James Island, S. C.

Arthur Murray was born in and appointed from Missouri to the Military Academy; has served at some of the principal posts on the Atlantic Coast, in the United States, and at the Presidio of San Francisco, on the Pacific Coast; has been on duty at the Military Academy for five years, and was acting judge advocate of the Department of Missouri from 1887 to 1891; was the honor graduate of the Artillery School, class of 1880, and is the author of a "Manual for Courts Martial."

Walter S. Schuyler was born in and appointed from New-York to the Military Academy. He has been on duty with his regiment in the West and Southwest since graduation, and served as aid de camp to General Crook for about six years; has also been detailed on college duty and at the World's Fair in 1893. He has been brevetted first lieutenant and captain for gallantry in actions against Indians.

ONE OF THE APPOINTEES.

Edward J. McClernand was born in and appointed from Illinois, to the Military Academy. He has been stationed with his regiment in Montana, California, Arizona, New-Mexico and Kansas; served as aide de camp to General Gibbon from 1885 to 1890, and was on duty at the World's Fair in 1893. He has been honorably mentioned for gallantry and conspicuous services in letters and orders by General Miles in 1878 and 1879; was brevetted first lieutenant for gallantry in pursuit of Indians, and action against them in Bear Paw Mountains, Montana, and received a medal of honor for most distinguished gallantry in action against Nez Perces Indians at Bear Paw Mountains. He was Adjutant General for General Shafter in Cuba.

Joseph H. Dorst was born in Kentucky, and appointed from Indiana to the Military Academy, and was on General Wheeler's staff during the Santiago campaign.

George S. Anderson was born in and appointed from New-Jersey to the Military Academy. He has been on duty with his regiment principally in the Western and Southwestern States. He was also on duty in charge of the Yellowstone National Park from 1891 to 1897.

Robert L. Bullard was born in and appointed from Alabama to the Military Academy. Since graduation he has been on duty with his regiment in Kansas, Oklahoma, Texas and New-Mexico. He served as military instructor for a time in the North Georgia Agricultural College.

Walter Howe was born in Indiana and appointed from New-Mexico to the Military Academy. He has served continuously with his regiment since graduation, with the exception of three years' college duty at Cornell College, Iowa, the officials of which recommend him highly for his excellent work, and three years at the State College, Centre, Penn. He was graduated from the Artillery School in 1873.

INSURGENTS DRIVEN BACK.

ATTACK ON ANGELES REPULSED—LOCOMOTIVES CAPTURED.

Manila, Aug. 17.—Eight hundred insurgents attacked Angeles this morning, but the 12th Regiment drove them into the mountains. Three ditched locomotives were captured. None of the American troops were injured. The insurgent loss is not known.

C. T. Spencer, of Kentucky, a reporter of "The Manila Times," died from wounds received yesterday in the fight at Angeles.

TO CARRY MEDICAL SUPPLIES.

THE HOSPITAL SHIPS RELIEF AND MISSOURI PREPARING TO SAIL FOR MANILA.

Washington, Aug. 17.—The hospital ship Relief, belonging to the Medical Department of the Army, will sail for Manila about the 28th of this month with a full load of medical supplies and twenty nurses. The hospital ship Missouri, which is now being refitted in New-York, will sail about the end of this month, via Suez, for Manila. She also will carry a big cargo of medical supplies and a detachment of the hospital corps, numbering 150 men.

Surgeon General Sternberg said to-day that medical officers in the Philippines and the hospitals at Manila now have the greatest abundance of medicines and supplies on hand.

The two hospital ships will continue in service, and bring back to New-York or San Francisco men whose condition makes necessary their removal to another climate.

COLORADO MEN IN SAN FRANCISCO.

LANDED FROM THE TRANSPORT WARREN—EX-MAYOR STRONG'S SON ARRIVES.

San Francisco, Aug. 17.—The 1st Colorado Regiment, Volunteers, who arrived from the campaign in the Philippines on the transport Warren yesterday, commanded by Colonel McCoy, return with 46 officers and 824 men, about 250 less than the number who sailed from San Francisco last year. Just before the regiment started from Manila thirty-five men of the 1st Colorado enlisted in the 37th Regiment of Volunteers, which was formed in the Philippines. Two deaths occurred after the Warren sailed. They were those of Ivan Tinnerholm, private, Company H, and Private Lindsay, Company L. Tinnerholm died of typhoid malaria, and Lindsay succumbed to an attack of dysentery. The remains of these two soldiers were buried at sea.

In addition to the Colorado regiment, the Warren also brought from the Philippines 119 discharged soldiers, comprising 59 from the 6th Artillery (light battery), 50 from the Engineer Corps and 29 stewards and nurses from the various hospital corps. About forty of the men on board are suffering from dysentery.

Among those who returned on the Warren were former Major Young, of the Utah Battery, now one of the Associate Chief Justices of the Philippines, and Captain P. B. Strong, who was on General MacArthur's staff, and who is a son of former Mayor Strong, of New-York. His father and brother came to meet him. The men appear to be in fine form and good spirits, their appearance indicating a better state of health than any of the regiments that had previously returned, with the exception of the Pennsylvania boys. A delegation from Colorado, headed by Governor Thomas, went out in tugs to meet the transport.

UNITED GARMENT WORKERS WANT WAR TO CEASE.

Philadelphia, Aug. 17.—The greater part of this morning's session of the United Garment Workers of North America was taken up in a long debate over a resolution condemning the war in the Philippines, and asking the President of the United States to stop it at once. The resolution was finally adopted, and it will be sent to the President.

THE AUTOMOBILE AS A MAIL CARRIER.

NO INDORSEMENT BY THE GOVERNMENT FOR THE TRIP FROM CHICAGO TO NEW-YORK.

Washington, Aug. 17.—Acting Postmaster-General Shallenberger, in a letter to Postmaster Dewstoe of Cleveland, has declined to authorize the carrying of a mail pouch by an automobile from Chicago to New-York. Mr. Shallenberger says that, while the Department watches with interest the development of the motor carriage, it cannot lend its official indorsement to such a test.

Cleveland, Ohio, Aug. 17.—The proposed automobile trip from Chicago to New-York, for the purpose of transmitting military correspondence from General Anderson to General Merritt, will be postponed for a week or ten days. This state of affairs is due to the fact that Mr. Winton must return to Cleveland and be here to-day to transact important business which developed yesterday.

SPANISH WAR VOLUNTEERS TO ENCAMP.

Washington, Aug. 17.—The first National Encampment of the Spanish-American War Volunteers will be held in this city September 8 and 9, and to-day formal orders to that effect were issued by Adjutant General Miller. Commander-in-Chief J. Warren Keifer has announced the following Committee on Credentials: Captain Edward Anderson, Charleston, S. C.; Captain A. J. Reude, Pontiac, Ill., and Captain Charles F. Hess, Philadelphia. The Convention Committee is now in session perfecting details for the encampment, and reports from State Camps indicate there will be a large attendance.

FOR PROMOTION OF ENLISTED MEN.

Washington, Aug. 17.—Orders were issued to-day for competitive examinations to be held September 15 in each geographical department of the Army for the promotion of enlisted men who desire to become lieutenants.

AMERICAN INTERESTS IN JAPAN.

Washington, Aug. 17.—The State Department is advised from Yokohama of the formation of an American Asiatic Association there, to guard the interests of American citizens in Japan and to cooperate with similar associations in New-York and throughout the Orient.

SECRETARY WILSON IN WASHINGTON.

Washington, Aug. 17.—Secretary Wilson returned to-day from a month's tour of the trans-Mississippi country, extending to the Pacific Coast.

THRO' HIS HAT.

Croker sends Bryan a wireless communication.

BLOODY BATTLE IN LOS ANDES.

INSURGENTS DEFEATED BY THE GOVERNMENT TROOPS, WITH A LOSS OF EIGHT HUNDRED.

Washington, Aug. 17.—United States Minister Russell at Caracas reports to the State Department that the insurgent faction in the State of Los Andes, Venezuela, under General Citriano Castro, was completely defeated by the Government troops in a bloody battle, which lasted eighteen hours. The loss of the insurgents is placed at 800 killed and wounded, and that of the Government at 300. This is the end of the disturbance in that section, which is the only one affected.

RENOVATING THE WHITE HOUSE.

HOUSE CLEANING IN PROGRESS DURING THE PRESIDENT'S ABSENCE—REMODELLING THE BLUE ROOM.

Washington, Aug. 17.—Since the Presidential family have been out of the White House, the annual house cleaning has been in progress. Every room in the house has received an overhauling, and repairing, renovating and painting have been extensively carried on.

The President's room, the one occupied by him in business hours, is being repainted and put in neat shape. The three parlors have also been overhauled. As heretofore stated, the Blue Room is to be completely remodelled. Workmen began on this several months ago, and are still engaged.

The East Room is open to visitors, but they find everything topsy turvy, owing to the annual overhauling. The three big chandeliers, each containing 3,500 pieces of cut glass and German silver, have been taken down and thoroughly polished. Only two of these have been put back, and the workmen are engaged in putting the other together.

SAMOAN COMMISSION'S REPORT.

DRAFT OF THE PROPOSED CONVENTION RECEIVED AT THE GERMAN EMBASSY—AN INTERESTING INCIDENT.

Washington, Aug. 17.—The German Embassy has received from Baron Sternberg the full report of the Samoan Commission and the draft of the proposed convention, by which the Treaty of Berlin will be modified. It will be forwarded to Berlin, and it will not be until Berlin and London have had opportunity to consider the report and confer with their respective commissioners that the work of framing a new treaty will begin.

Captain Miller, of the naval transport Badger, which arrived at San Francisco with the Samoan Commission aboard on August 6, has made a report to the Navy Department in the course of which he recounts an interesting incident in connection with one of the native chiefs, named Seumau. Seumau rendered valuable service in saving the lives of American seamen during the great hurricane of 1889, and in recognition of the service the American Admiral presented a whaleboat to him.

During the hostilities between the Mataafa and the Malietoa factions, Seumau was a firm adherent of the Malietoas, who were being backed by the English and American naval officers. But Seumau's boat was captured by the Mataafas and wrecked. Captain Miller reports that the boat was repaired by him, but he had no oars or oarlocks to give Seumau, and he recommended that the Department recognize the loyalty of this native chief by sending him an equipment for the boat.

Captain Miller says the Badger was cheered by the British and German warships as she left the harbor of Apia with the Commission on board.

DESIGNS FOR MRS. HEARST'S GIFT.

Washington, Aug. 17.—The final meeting of the jury for the Phoebe Hearst Architectural Plan for the University of California will be held in San Francisco September 1. The jury is composed of the celebrated architects, R. Norman Shaw, England; J. L. Pascal, France; Paul Wallot, Germany; Walter Cook, New-York, and J. B. Reinstein, San Francisco. This jury will decide to which one of the eleven architects, who were the successful competitors at the first meeting of the Phoebe Hearst Architectural Plan, which was held in the Royal Museum of Fine Arts at Antwerp, the award shall be made.

At the first meeting of the jury designs were submitted by well known architects from every country in the world. Eleven plans were decided upon, six of which were drawn by architects of the United States. The foreign architects will arrive in New-York August 18, and will start for San Francisco August 23 in the private car Atalanta, via the Northern Pacific.

NO FEAR OF A CRISIS AT BLUEFIELDS.

Washington, Aug. 17.—Minister Correa, of Nicaragua, when asked to-day concerning the report of the forced resignation of General Estrada, in command at Bluefields, and the probability that this would bring on a revolution headed by Estrada, said that this referred back to differences which arose while he was in Nicaragua, and which were amicably settled at the time, after a personal conference between him and General Estrada. The Minister dismisses the suggestion that Estrada will head a revolution, and says the latter is thoroughly loyal to the Government, and that in any case there is an insignificant military force and no arms in the Bluefields district. The State Department takes the same view, that there is nothing to indicate another crisis at Bluefields.

WORK ON THE KEARSARGE DELAYED.

Washington, Aug. 17.—The Bureau of Construction of the Navy Department to-day received a report upon the progress of the work on the battle ship Kearsarge building at Newport News. The report says work has been somewhat embarrassed by the yellow fever scare, it being difficult to replace the skilled workers, especially electricians, who fled at the first appearance of the fever. Nevertheless, it is believed that the battle ship will be ready to go into commission in November.

SHIPPING AT PORTO RICO AND HAWAII.

Washington, Aug. 17.—The State Department has given out a statement showing that out of a total of 117,669 tons of shipping entered and cleared between United States ports and Porto Rico in 1896-'97, 59,166 tons, or one-half, was British, 37,173 tons, or less than one-third American, and 23,341 tons, or about one-fifth other nations. Of 361,173 tons entered and cleared in 1896-'97 at ports of Hawaii, more than three-fourths were American, and only 19,040 tons, or about 5 per cent, were British.

ELECTRIC CRANES FOR THE NAVY YARD.

Washington, Aug. 17.—The Navy Department to-day awarded the contract for the six electric cranes for the New-York Navy Yard to the Morgan Company, of Alliance Ohio, and the Niles Tool Works, of Hamilton, Ohio. The total cost of the six cranes will be $35,660. No decision has yet been reached on the bids for the power plant.

PRESIDENT SCHURMAN GOING HOME.

Washington, Aug. 17.—President Schurman of the Philippine Commission has telegraphed the State Department that he will go to his home, at Ithaca, and there await orders. No report has been received from him thus far.

RAMAPO SCHEME ATTACKED

Continued from first page.

that it employs studious phraseology, which would be misleading to any one not understanding hydraulic engineering, and is intended to convey the impression that the water is to be delivered under a pressure at the New-York hydrant of over one hundred pounds to the square inch. Why do these men not employ definite engineering language in stating what they propose to do, if they understand their own undertaking?

Every great city should own its own water supply, and not be dependent upon private individuals. Moreover, New-York, it can be shown, already has enough water, if the harbor or river water be used, by a comparatively inexpensive pipe distribution system, for extinguishing fires, flushing sewers and sprinkling streets, for which such water would be better than reservoir or potable water.

More than a year ago I addressed the inclosed letter of warning to His Honor Mayor Van Wyck, a similar one being sent to President Guggenheimer of the Council. I feel sure neither of these gentlemen would favor the scheme. I also submitted a communication to the Board of Public Improvements, a copy of which I inclose, and I received from President Holahan a reply, a copy of which is also inclosed.

I believe if the taxpayers fully realized what this Ramapo scheme means they would rise en masse to protest against it. Surely this great city ought not to be delivered into the power of a private corporation and forced to pay, year by year, an exorbitant rental for its water supply. Very respectfully yours,

FRANCIS C. MOORE.

New-York, August 17, 1899.

The Continental Insurance Co.,
Continental Building,
No. 46 Cedar-st., New-York City.

New-York, June 16, 1898.

Hon. Robert A. Van Wyck, Mayor of New-York.

My Dear Sir: I beg to inclose for your perusal a copy of a letter addressed to the Board of Public Improvements, with regard to the scheme for placing a contract for supplying water to the city with a private corporation. I believe no more important matter can come before you as Mayor than this proposition to subject New-York to the same difficulties from which London is now trying to free itself. In London water cannot be turned on for a fire until the official of the private corporation appears upon the scene with a key. The supply of New-York with pure and wholesome water should be as limitless as that of ancient Rome. Very respectfully yours,

F. C. MOORE.

New-York, June 16, 1898.

To the Honorable Board of Public Improvements of the City of New-York.

Gentlemen: You have received a communication signed by the president of the New-York Board of Fire Underwriters, advocating the so-called Ramapo system of waterworks for the city of New-York. I am a member of that body, but opposed the legislation referred to, and I feel it my duty as a citizen to urge you, in the interest of the city of New-York, to refuse to consider any proposition from any private corporation to supply water, either for domestic or fire purposes. So far as fire extinction is concerned, it would be infinitely preferable to utilize our fireboats by a pipe system arranged for using the salt water of the harbor, according to the plan proposed by Chief Bonner. For domestic purposes, as well as for fire purposes, our supply should be owned by the city, and should come from inexhaustible sources.

If the government of the city of New-York places itself in the hands of private corporations for supplying water, it will be in the condition in which London finds itself to-day, and contending with the difficulties from which that great city is endeavoring almost hopelessly to extricate itself. In my opinion, no administration of the city government can afford, if it desires to perpetuate its power, to identify itself with any scheme for placing the city water supply in private hands.

I hold myself ready to appear before your Honorable Board to answer any questions you may desire to ask me. Respectfully yours,

F. C. MOORE.

P. S.—I suggest that the phraseology of the printed statement to you which lays such stress upon "a pressure due to an elevation of not less than three hundred feet above the tide level" would warrant inquiry by you of hydraulic experts as to what would be the pressure at the New-York end of an aqueduct eighty-five miles in length, making allowance for the calculated frictional loss in head per mile. F. C. M.

Board of Public Improvements,
City of New-York,
No. 346 Broadway, Borough of Manhattan,
New-York, June 17, 1898.

F. C. Moore, esq., President Continental Insurance Co., No. 46 Cedar-st.

My Dear Sir: I am in receipt of your communication of yesterday, and also of the pamphlet relative to waterworks and pipe distribution. The secretary has been ordered to file the same with the other papers connected with the Ramapo water proposition.

The hearing which took place the other day was in response to a request of the officers of the Ramapo company for the privilege of presenting to the Board of Public Improvements a statement of the condition of the present water supply and its ability to meet the emergency. No action of a definite character has been taken by the Board in regard to increasing the water supply for the borough of Manhattan or The Bronx.

This is a matter which will have to be thoroughly investigated by the Department of Water Supply and others, and very strong reasons advanced to convince the members of the necessity for utilizing the Catskill watershed. If another hearing is held, notice will be sent to parties representing both sides of this question, so that every member of the Board will be fully qualified to judge for himself as to the advisability of accepting any offer that the Ramapo company may submit. Very truly yours, MAURICE F. HOLAHAN, President.

FOREST FIRES RAGING.

COUNTIES IN THE NORTHERN PART OF THE STATE SUFFER HEAVY LOSSES.

Watertown, N. Y., Aug. 17.—A large portion of Northern New-York, including the counties of Jefferson, St. Lawrence and Lewis, is being swept by fierce forest fires that have already destroyed thousands of dollars' worth of valuable timber land and threaten to do more serious damage unless quenched by a heavy rain.

Reports received by "The Standard" from different localities in this and other counties this afternoon show that the situation is serious. In the southern part of this county, in the vicinity of Smithville, thousands of acres of timber land have been burned over. A dispatch from Antwerp stated that the woods were afire and dwelling houses on the outskirts of the village were in danger of destruction. Many families have moved out, fearing that the flames will reach their houses and destroy their possessions.

From Philadelphia to Clayton and from Black River to Lowville the fires are raging. A dispatch from Canton, St. Lawrence County, states that forest fires are raging and buildings are in danger. Thousands of farmers are fighting the flames.

PORT OF IQUITOS REOPENED.

Washington, Aug. 17.—United States Minister Bradley has informed the State Department that the Port of Iquitos, Peru, which has been closed by decree since June 2 last on account of a seditious movement there, has been formally declared reopened.

DELAYED BY THE STORM.

WEST INDIAN AND SOUTHERN STEAMSHIPS OVERDUE.

A MISTAKE ABOUT THE VIGILANCIA—NO ANXIETY FELT FOR THE VESSELS HERE.

It seems that the dispatch received by the officials of the Ward Line on Wednesday saying that the Vigilancia had passed Jupiter Light at 1 o'clock was based on the misapprehension of the marine observer at Jupiter. It was not the Vigilancia that was seen, but her sister boat, the Mexico, which arrived at Havana at 5 o'clock yesterday morning. The Vigilancia was due at Havana last Sunday, and she is consequently now five days overdue. Fears for her safety are beginning to be entertained, especially as her course would have taken her right through the path of the West Indian hurricane. At the offices of the Ward Line, however, any suggestion that the vessel had met with some mishap was scouted. The officials give it as their opinion that Captain Reynolds finding the storm closing in around him put out to sea, and that he may be heard from at any moment. They say that the Vigilancia had taken the same precautions as did the Antillia, of the Montell Line, which put out to sea last fall to avoid a storm, and arrived at Nassau, her destination, seven days late.

John W. Barrett, the managing director of the Ward Line, refused yesterday to make public the passenger list of the Vigilancia. Its publication, he urged, would cause needless alarm. He declined also to state just how many passengers were aboard the ship, or to give the value of her cargo. Mr. Barrett stated that he had received a dispatch during the morning from Havana, informing him that the Mexico had sighted the Vigilancia last Monday morning. The cable dispatch furnished no details, however, and from that very omission it is conjectured that there was nothing wrong with the overdue ship. Otherwise the Mexico would have stood by to help her. The Mexico should, under ordinary conditions, have reached Havana on Tuesday, but she, too, met the hurricane, according to the cabled report, and weathered it without sustaining any damage.

The Vigilancia is a steel vessel, 320 feet long, 45 feet beam and 27 feet deep. Her gross tonnage is 4,115, and net tonnage 2,934. She has triple expansion engines. She was built at Chester in 1890. The Vigilancia was a troopship for the United States during the late war. In addition to a rich cargo of merchandise, she carried on her present trip about sixty passengers, most of whom were military and Government service men returning to Cuba from leaves of absence.

Another Ward Line steamer, the Havana, which holds the record between Morro Castle and Scotland Lightship, is also overdue. She left Havana last Sunday for this city, with a full cargo of cigars, tobacco and fruit, and over one hundred passengers. She should have reached this port on Wednesday afternoon at the latest. Mr. Barrett has no fears for her safety, however. He thinks that, like the Vigilancia, she ran out to sea to escape the storm, and is now making her way back to land. The Havana has among her passengers a number of Army officers, privates, discharged soldiers and service men, who are coming north on leave.

The Spanish Line steamship San Augustin, which left Havana last Friday, has not been heard of. She should have arrived here on Tuesday. She has on board twenty-five passengers and a large cargo. Mr. Vidal, the agent of the company, said that, in view of the storm, there was nothing unusual in the vessel's delay, and added that he expected her to reach port some time to-day. The company's steamer Manuel L. Villaverde, which left here last Thursday for Havana, arrived at that port at 5 o'clock yesterday morning. She met the hurricane, and sailed through it without injury.

The steamers City of Augusta and Decatur H. Miller, belonging to the Ocean Steamship Company and the Merchants and Miners' Transportation Company, respectively, have not yet reached Savannah. The Augusta left here on Saturday, and was due at Tybee on Tuesday, and the Miller was due there about the same time. The Clyde Line steamer Oneida, which sailed on Saturday for Wilmington, N. C., is nearly three days overdue at that port. A telegram of inquiry was received by the agents in this city yesterday afternoon, but they were, of course, unable to give any information of the vessel's whereabouts.

The Oneida is commanded by Captain Staples, and has a crew of twenty-four men.

VIGILANCIA SIGHTED BY THE MEXICO.

Havana, Aug. 17.—The Ward Line steamer Vigilancia, from New-York August 9 for this port, now several days overdue, is believed to be safe. The steamer Mexico, of the same line, passed the Vigilancia in a gale on Monday last.

THE SUFFERING IN PORTO RICO.

Dr. H. K. Carroll, the United States Commissioner to Porto Rico, is now in Plainfield, N. J., preparing his report for President McKinley. He received yesterday afternoon from Alfred Solomon, his interpreter, who is still in San Juan, a letter describing the destruction wrought by the hurricane. The letter, which is dated August 10, says:

The temporary ruin of Porto Rico is complete, and the outlook for the future is black. We have no direct communication with the greater part of the island. Crops are destroyed, and people are absolutely without food. The seriousness of the situation lies in the fact that no one has money to begin afresh with. New planting cannot be undertaken nor mills rebuilt. I see no remedy except a large loan to be immediately employed in public works, and the free entry of foodstuffs. I understand that all taxes on agriculture will be at once condoned. This is gratuitous, as it would be impossible to collect anything where there is nothing, but it at least prevents action being taken against bondmen for the non-payment of taxes. The market is bare. Nothing comes in for sale. A little milk that arrived sold for 25 cents a bottle. The day after the storm I offered $1 for some in the Mallorquine Café, but was refused. The city lamps are all broken, leaving the city in comparative darkness. Every vessel in Ponce is ashore, and the warehouses and custom houses are under water partially.

CAUGHT BY THE HURRICANE.

SAVANNAH SAFELY REACHED BY VESSELS WHICH FELT THE FULL FURY OF THE STORM AT SEA.

Savannah, Aug. 17.—Captain H. C. Daggett, of the steamship City of Augusta, just arrived from New-York after passing through the West Indian hurricane, reports that the storm was one of the severest he has encountered in an experience of many years. The City of Augusta was four days and seven hours from New-York and was expected in port forty-eight hours before her arrival.

"The storm," said Captain Daggett, "was struck at 6:15 o'clock Monday afternoon. We continued on to Savannah until within a few hours from port, when I concluded it was dangerous to continue. The storm increased in violence hourly, and I am satisfied the wind was blowing 100 miles an hour. The sea was sweeping over the ship every moment, and our progress was like climbing mountains. The storm lasted forty-eight hours. It broke to the northwest at noon Tuesday, but continued stormy until this morning. The entire crew behaved splendidly. No one had any rest till the storm passed. The passengers behaved well, and besides a few bruises no one was injured. The ship escaped injury."

The passengers presented the captain with a testimonial for bringing them through safely.

The steamship D. H. Miller, Captain Peters, of the Merchants and Miners' Line, of Baltimore, arrived to-day after passing through the storm. The crew was exhausted and the cargo is believed to be considerably damaged, having shifted, and the ship being filled with sea water.

FIREMEN WIN PRIZES.

The volunteer firemen of the State, in convention in Yonkers, entertained five thousand citizens with an exhibition yesterday, and in addition, opened W. H. Clark's Empire City Trotting Course, in Yonkers-ave. The big grandstand was used by the spectators, and a brass band furnished the music. It was noon before the contests were started. Firemen's contests are all foot races. The results were as follows:

Hose race—Purse $600: $300 to first, $200 to second, $100 to third, consisting of 300 yards run, coupling of hose to hydrant and nozzle. Torrent Hose Company, Ithaca, 43 seconds; F. S. Peck Hose Company, Waterford, 45 seconds; Erie Hose Company, Hornellsville, 46¼ seconds. Defiance Hook and Ladder Company, No. 1, Thousand Oaks, 46¼ seconds; Grassmere and Concord Company, No. 10, Edgewater, 1 min. 3¾ sec.; Niagara Steamer Company, 1 min. 4¾ sec. Erie Hose Company was protested for having professional runners. The judges reserved decision on the matter.

Drill contest (purse $600, $300 to first, $200 to second and $100 to third)—T. Eltxam Hose, Corinth, first, 94 per cent; Fountain Chemical Company, Binghamton, second, 87 per cent. Rescue Hook and Ladder Company, Athens, third, 85 per cent.

Hand engine contest (purse $300, $250 to first, $150 to second and $100 to third)—Ocean Engine Company, Greene, with a spurt of 141 feet 7½ inches; M. B. Little Engine and Hose Company, Glens Falls, 141 feet 6 inches, and Exempt Firemen's Association, Brooklyn, 140 feet.

The Brooklynites were old men, and they competed against youngsters.

RELIEF FROM MANY SOURCES.

NO DIMINUTION IN THE SUBSCRIPTIONS FOR THE SUFFERING PORTO RICANS.

Colonel Jones, Chief Quartermaster at the Army Building, yesterday acknowledged the receipt of the following contributions for the relief of Porto Ricans:

Edward J. Leary, Boston, four cases and three barrels of clothing; Daughters of the American Revolution, 200 pounds of rice; Levi, Blumenstiel & Co., 1,000 pounds of beans and 1,000 pounds of rice; American Compressed Food Company, thirty cases of compressed food.

Colonel Jones announced that he had received 1,000 suits of clothes from Mayor Quincy of Boston, representing the Boston Porto Rican Relief Society, and five cases of condensed milk from E. O. Evans.

President Barrows of the New-York Produce Exchange has appointed the following committee to act in conjunction with the Relief Committee of the Maritime Exchange: James R. Turner, chairman; E. H. Dougherty, Russell E. Johnson, James S. Carney, William Knight, Lloyd B. Sanderson, William Loeb, Walter Moore, C. P. Armstrong, Henry T. Knowlton, Frederick T. Rohl and Ernest C. Bliss. The committee is authorized to collect funds and supplies and send them to the sufferers.

The Maritime Exchange Porto Rico Relief Committee collected the following additional subscriptions yesterday:

B. H. Howell, Son & Co.	$250
William A. Nash, president Corn Exchange Bank	100
Charles F. Armstrong	100
Hamburg-American Line	100
J. Winant	50
J. A. Paull & Co.	50
Richard C. Velt	50
P. Harmony's Nephew & Co.	50
Simmons Bros.	50
Harvey & Outerbridge	50
Rantiens American Composition Company	25
W. H. Addems	25
Croton Water Company	10
L. W. Beasley	1
W. de la Motte	1
James McDermott	1
Total	$1,012
Previously reported	4,040
Grand total	$5,052

The Porto Rican Relief Committee of the Merchants' Association, of which Governor Roosevelt is chairman, has placed on the steamship Evelyn, of the New-York and oPrto Rico Steamship Company, which will sail to-day for Ponce, Porto Rico, 2,184 pairs of men's trousers, 3,936 men's undershirts, 4,008 women's vests or undershirts, 3,300 women's wrappers or cotton dresses, making a total of 14,068 individual pieces. The same committee has also shipped 1,200 ounces of quinine, made up into 174,000 tablets. It will ship 300 pairs of men's trousers, 7 coats and 36 waistcoats, suitable for wear in tropical climates, given by C. Kenyon & Co., of Brooklyn, N. Y., and ten ounces of antipyrine, given by H. A. Metz, president of the Victor Koechl Company. These goods are all consigned to the United States Quartermaster's Department at Ponce.

Part of these purchases were made out of the fund in the hands of the committee and part out of the fund in the hands of H. B. Hollins & Co., the latter having authorized the Merchants' Association to expend $1,500 of the fund which they have. More of the goods desired have been ordered direct from factories. They will be shipped on the Government transport McClellan, which will sail next Wednesday for San Juan.

Subscriptions received by the Merchants' Association:

Vermilye & Co.	$500
H. Batjer & Co.	100
Robert J. Mix	5
Alfred Bamberger	3
R. G. Dun & Co.	250
Frederick T. Adams, of F. T. Adams & Co.	100
Phelps, Dodge & Co.	1,000
"L. G."	1
"K."	5
George W. Hugo	10
Arthur Santiago	2
Robert A. Kinkele	5
G. A. Vail	25
Lehmaier, Schwartz & Co.	50
Maitland, Coppel & Co.	250
Previously acknowledged	5,612
Total	$7,910

The committee of the Merchants' Association received an offer from the Upjohn Pill and Granule Company, of this city, to supply it with such drugs as might be needed at cost.

In a letter received yesterday by the association the Secretary of War, Mr. Root, says:

I have asked General Roy Stone to confer with you upon the following subject, namely: He says that well to do citizens of Porto Rico, while without money, are willing to contribute large quantities of Porto Rican coffee of the highest grade, provided it can be sold in the United States and returned into money. This might produce large additions to the relief fund, and at the same time serve as a means of introducing Porto Rican coffee. I hope that you will be able to arrange with General Stone for such proceeding; that is, the sale of a suitable quantity of Porto Rican coffee for the benefit of the fund. It se