

A POSTAL CONVENTION.

AGREEMENT WITH GERMANY SIGNED IN WASHINGTON.

THE FIRST TO BE ARRANGED BETWEEN THE UNITED STATES AND ANY EUROPEAN COUNTRY.

Washington, Aug. 26.—The first postal convention between the United States and any country in Europe is now substantially a fact. Postmaster General Smith and the special German envoy, Dr. Mumm von Schwarzenstein, today signed such a convention between the United States and Germany. It will go into operation on October 1, and will begin a postal service by means of which articles of merchandise may be exchanged by mail between the two countries, provided they are put up in packages which do not exceed eleven pounds in weight. The postage rate for parcels going from the United States to Germany is fixed at 12 cents for each pound or fraction of a pound. The rate in Germany on parcels for the United States is fixed at 2 marks 40 pfennigs a parcel, whatever its weight, but a reduced rate of 1 mark 60 pfennigs may be adopted for a parcel not exceeding in weight one kilogram, equivalent to two pounds three ounces. Provision is made for customs declaration and payment.

The United States has parcels post conventions with several countries in Central and South America and the West India islands, but this is the first convention which has been made with any country in Europe. It has been a subject of negotiation and consideration for many years. As long ago as 1855 the postal administration of Germany proposed such an arrangement between the two countries, and the proposal was from time to time renewed, but it was declined over and over again, and was never consummated until now. The present arrangement has been under consideration for several weeks, and was practically completed to-day, when, in the Postmaster General's office, the Postmaster General and the special German envoy signed both the copies for the United States and Germany.

NEW VOLUNTEER OFFICERS.

QUOTAS OF NEW-YORK, PENNSYLVANIA AND MAINE COMPLETED.

Washington, Aug. 26.—The following appointments of officers in the volunteer army were announced to-day. The number following each name indicates the regiment to which the officer is assigned:

- MAJOR LOUIS E. GOODIER, late lieutenant-colonel, 200th New York Volunteers, 28th.
CAPTAIN FRANK LEWIS, late major 71st New York, 42d; ALBERT I. MEYER, late major 200th New York, 42d; M. J. SPELMAN, late major 200th New York, 42d; WILLIAM J. MURPHY, late lieutenant-colonel, 200th New York, 42d; FRANK HANSELL, CURTIS, late captain 1st New York, 42d; JOHN K. SAGIE, late captain 3d New York, 40th; JOHN K. SAGIE, late captain 3d New York, 40th; SAMUEL J. BURNETT, late captain 3d New York, 40th; HENRY C. BARTHAM, late major 4th New York, 40th; JOHN C. HOGARTY, late major 4th New York, 40th; R. B. NEASE, late captain 4th New York, 40th; J. J. BAKER, Jr., late captain 5th New York, 41st.
First Lieutenants—ARTHUR R. CHERRY, late captain 1st New York, 42d; WALTER PAIR-FAIR, late captain 1st New York, 42d; FAX NURSEY, late lieutenant 6th New York Volunteers, 41st; JAMES W. MURPHY, late second lieutenant 1st New York, 42d; HOMER C. CROSBY, late captain 1st New York, 42d; EDWARD W. THURGOOD, late captain 1st New York, 42d; WILLIAM S. CONROW, late first lieutenant 2d New York, 43d; EDWARD W. THURGOOD, late first lieutenant 2d New York, 43d; STEPHEN H. MOULD, late first lieutenant 2d New York, 43d; H. L. DECK, late first lieutenant 2d New York, 43d; JAMES B. WEBB, late first lieutenant 2d New York, 43d; CASHER W. COLE, late first lieutenant 2d New York, 43d.
Second Lieutenants—FRANK J. MILLER, late first lieutenant 3d New York, 41st; BURTON W. MILLER, late first lieutenant 3d New York, 41st; JOSEPH T. SWENNEY, late second lieutenant 6th New York Volunteers, 41st; THOMAS J. MURPHY, late second lieutenant 1st New York, 42d; HARRY GARRISON, late second lieutenant 2d New York, 43d; HENRY J. MURPHY, late second lieutenant 2d New York, 43d; ALBERT I. MEYER, late second lieutenant 2d New York, 43d; ALBERT I. MEYER, late second lieutenant 2d New York, 43d; ALBERT I. MEYER, late second lieutenant 2d New York, 43d.
Third Lieutenants—DOUGLASS H. JACOBS, late 1st Troop Philadelphia City Cavalry, 38th; HARRY B. PLETCHER, late 1st Troop Philadelphia City Cavalry, 38th; CHARLES A. CUMMINGS, late company commander 1st New York, 42d; GEORGE W. ELLIOTT, late company commander 1st New York, 42d; ALBERT I. MEYER, late company commander 1st New York, 42d; ALBERT I. MEYER, late company commander 1st New York, 42d; ALBERT I. MEYER, late company commander 1st New York, 42d.
Fourth Lieutenants—SAMUEL G. SHARPLE, late 8th Pennsylvania, 40th; FRANK MOHR, late 8th Pennsylvania, 40th; THOMAS J. MURPHY, late 8th Pennsylvania, 40th; JOSEPH C. RICHTER, Jr., late private company G, 8th Pennsylvania, 40th; GEORGE W. ELLIOTT, late private company G, 8th Pennsylvania, 40th; ALBERT I. MEYER, late private company G, 8th Pennsylvania, 40th; ALBERT I. MEYER, late private company G, 8th Pennsylvania, 40th; ALBERT I. MEYER, late private company G, 8th Pennsylvania, 40th.
These, with the appointments heretofore made, complete the quota of the State of New-York.

PENNSYLVANIA.

- Captain—HARRY L. BISHOP, late corporal company F, 10th Pennsylvania, 40th; CHARLES D. McLANE, late captain 1st Pennsylvania, 47th; R. J. HEANEY, late captain 1st Pennsylvania, 47th; GEORGE W. ELLIOTT, late captain 1st Pennsylvania, 47th; J. V. CUNNINGHAM, late captain 1st Pennsylvania, 47th; JAMES W. MURPHY, late captain 1st Pennsylvania, 47th; GEORGE W. ELLIOTT, late captain 1st Pennsylvania, 47th; ALBERT I. MEYER, late captain 1st Pennsylvania, 47th; ALBERT I. MEYER, late captain 1st Pennsylvania, 47th; ALBERT I. MEYER, late captain 1st Pennsylvania, 47th.
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These, with the appointments heretofore made, complete the quota of the State of Pennsylvania.

DELAWARE.

First Lieutenant—ALBERT W. FOREMAN, late lieutenant 15th Delaware, 41st.

MAINE.

Captain—ISAAC H. BAKER, late captain 1st Maine, 40th.

First Lieutenants—FRANK B. WELCH, late lieutenant 1st Maine, 40th; JAMES W. DUTTON, late lieutenant 1st Maine, 40th.

These, with the appointments heretofore made, complete the quota of the State of Maine.

Captain Frank Keck was the major of the 71st Regiment, who was distinguished at Santiago, and was the first major to be killed in the shape of the confusion which marked the preliminaries of that memorable fight. He was always a particular man about his attire, and some of the men thought him to be dandy and almost "dudish," but he astonished those who did not know his real worth by displaying the qualities of a true soldier in a difficult situation, where others of whom many perhaps had been expected failed conspicuously.

MAJOR LOUIS E. GOODIER.

Utica, N. Y., Aug. 26 (Special).—Louis E. Goodier, appointed major of the 28th Regiment, is a candidate for the Republican nomination for County Treasurer, but will probably accept his commission. He went out as captain of Company E, 1st New-York; was promoted to major of the 26th New-York, and was mustered out as lieutenant-colonel. He is now major of the 1st Battalion, Third Brigade, N. Y. G. He was warmly recommended by Governor Roosevelt and Colonel Walter E. Schuyler, of the 43d Regiment, formerly colonel of the 26d.

BIDS FOR PORTSMOUTH DRYDOCK.

Washington, Aug. 26.—The Navy Department opened bids to-day for the new drydock at Portsmouth, N. H. It is to be of granite and concrete and one of the most commodious on the Atlantic Coast. The bids were: Farrell & Hopper, New-York, \$1,088,750; Warren-Burnham Company, Jersey City, \$1,882,200; Norcross Brothers, Worcester, Mass., \$1,540,000; B. P. & J. H. Straits, New-York, \$1,500,000; O'Brien, Sheehan, Perkins & McNamee, of Boston, \$1,098,746; John Pierce, New-York, \$1,288,000; Deegan-McLean Construction Company, New-York, \$1,540,000; Curtis & Driscoll, Springfield, Mass., \$1,500,000; and the most commodious on the Atlantic Coast. The bids were: Farrell & Hopper, New-York, \$1,088,750; Warren-Burnham Company, Jersey City, \$1,882,200; Norcross Brothers, Worcester, Mass., \$1,540,000; B. P. & J. H. Straits, New-York, \$1,500,000; O'Brien, Sheehan, Perkins & McNamee, of Boston, \$1,098,746; John Pierce, New-York, \$1,288,000; Deegan-McLean Construction Company, New-York, \$1,540,000; Curtis & Driscoll, Springfield, Mass., \$1,500,000; and the most commodious on the Atlantic Coast.

AMERICAN SOLDIERS AMBUSHED.

THREE MEN OF THE TWENTY-THIRD REGIMENT KILLED.

Manila, Aug. 26, 5:40 p. m.—Four men of the 23d Regiment, stationed at Cebu, have been ambushed by natives in the hills. Three of the Americans were killed, but the fourth succeeded in making his escape. Details of the affair are lacking.

LENGTH OF WAR AS VIEWED BY OTIS.

Washington, Aug. 26.—The War Department has received copies of all the official orders issued in recent months by General Otis. They have many interesting details in addition to the more essential points brought by cable. As showing the sentiment of General Otis as to the probable duration of the war, the following is taken from General Order No. 37, giving details for re-enlistment: "It is not believed that the necessity for the retention of a volunteer force in the Philippines can exist for any great length of time, hence from pecuniary considerations alone it would seem that such re-enlistment would be desirable for individual interests."

THE BOSTON AT SAN FRANCISCO.

FIRST OF DEWEY'S MANILA FLEET TO RETURN TO THE PACIFIC COAST.

San Francisco, Aug. 26 (Special).—The United States protected cruiser Boston, of Dewey's destructive fleet, is lying off the Folsom-st. wharf with a beautiful American flag of great proportions fluttering aft in the breeze and a narrow homeward bound pennant four hundred feet long trailing out far astern from the top peak of the mainmast. She came through the Golden Gate at 8:30 o'clock this morning, the very first vessel of Dewey's fighting fleet to return to the Pacific Coast, and, without any warning or welcoming demonstrations, steamed quietly past silent batteries and undipped Government flags to a position almost within hailing distance of the battle ship Iowa. As the Boston approached the Admiral's flag blowing out taught and distinct from the top of the mainmast of the Iowa, and the Boston boomed out seventeen guns. The Iowa answered with seven guns, a formal compliment paid to a captain.

The Boston left Manila on June 8, and stopped on her way at Hong Kong, Nagasaki and Honolulu. Considerable delay occurred at the last named port, because of the illness of the wife of Captain Whiting, in command. The vessel was held a fortnight, but as the invalid was still in a critical condition it was finally decided that Captain Whiting should remain behind, Commander Hughes, formerly of the Petrel, continuing the voyage as commanding officer. A record run for a warship was made between Yokohama and Honolulu. Fair weather and good health were the lot of the Boston all the way home; not a man arrived here ill, and no deaths occurred on the trip.

SEVENTEEN OFFICERS, 208 BUNDETS AND 28 MARINES CAME HOME ON THE CRUISER.

Only three officers and fifty-six men are members of the crew that took part in the battle of Manila Bay. All the others are fighting officers and men, transferred from other vessels of the fleet, to be transported back to America, because of the approaching expiration of their enlistment. The officers on the Boston are: Lieutenant-Commander E. M. Hughes, commanding; Lieutenant-Commander W. H. Allen, navigator; Lieutenants R. T. Hall, J. Gibson, L. R. Secum, R. S. Coontz, D. E. Jackson, L. F. Jackson, and J. H. Jones; Ensigns R. McCauley, Passed Assistant Surgeon B. R. Ward, Assistant Surgeon J. L. Chaffee, Passed Assistant Paymaster B. P. Dubois, Pay Clerk W. D. Bolland, Acting Gunner L. P. Wallace, Acting Surgeon J. M. McGill, Surgeon J. M. McGill, and Surgeon J. M. McGill. The crew consists of 208 bundets and 28 marines. The Boston was in Manila Bay on the morning of the battle, and participated in many assaults against fortifications and entrenched Filipino along the shores of Manila Bay. Before leaving Manila the Boston transferred 120 men and officers of her crew to other ships of the fleet in exchange for men whose terms of service had almost expired. One officer and 100 men were transferred to the Petrel, and the remainder to other vessels of the fleet. The Boston was in Manila Bay on the morning of the battle, and participated in many assaults against fortifications and entrenched Filipino along the shores of Manila Bay.

CONSIDERING TRANSPORT QUESTION.

SOME AUSTRALIAN LINERS MAY BE CHARTERED.

Washington, Aug. 26.—Secretary Root is anxious to make all haste in getting the new regiments to the Philippines. This afternoon he had a long conference with Quartermaster General Landon, touching transportation and the prospects of obtaining more transports to move the troops. Adjoint General Corbin was also present. A table showing the number of ships in the Pacific fleet and the probable date of departure, with carrying capacity of each, corrected to date, with the newly chartered transports added, has been prepared for the use of the Secretary. The table does not make any statement as to the satisfaction of the Secretary, as it does not provide for handling all the new levies in Manila by Christmas.

GENERAL MILLS INCORRECTLY QUOTED.

Washington, Aug. 26.—General Mills, having his attention called to-day to a reported interview in which he was made to express commendation of General Otis, remarked that the statement was in some respects incorrect. He had frequently spoken highly of the gallantry displayed by the troops, but beyond this had thought it best to withhold comments until all the facts are known.

REGIMENTS PREPARING TO MOVE.

Washington, Aug. 26.—Orders were issued to-day directing the 30th Volunteers, commanded by Colonel Gardner, to move from Fort Sheridan to San Francisco on September 10. Orders were also issued moving the 2d Infantry, commanded by Colonel Craig, from Fort Leavenworth to San Francisco on September 20. The four regiments which were previously ordered to San Francisco are making active preparations to start. The 1st leaves Fort Thomas, Kentucky, to-day; the 2d will leave Fort Leavenworth, Mo., on the 27th; the 3d will leave Camp Meade on the 29th, and the 4th will leave Plattburg on September 5. These regiments will move from San Francisco as soon as transports can be procured.

TO TRANSPORT TROOPS FROM CALIFORNIA.

San Francisco, Aug. 26.—Most of the Eastern soldiers who have to be mustered out are being taken steps to provide them with transportation to their homes. In response to telegrams sent by the Mayor at the request of the Red Cross Society, asking their attitude in the matter, the Governors of four States have telegraphed as follows: "I have no objection to the use of the public highways for the purpose of transporting troops from California to the Philippines. I have no objection to the use of the public highways for the purpose of transporting troops from California to the Philippines."

DR. BATTEN WILL BEGIN THE SECOND CENTURY OF HIS EXISTENCE AS RECTOR.

The following has been issued by the vestry of St. Mark's Church: "The vestry of St. Mark's Church announce to the members and friends of the parish that the Rev. Loring W. Batten, Ph. D., has accepted their call to the rectory of St. Mark's Church, New York City, on the 1st of September next. The vestry have spent a year in careful search and thoughtful deliberation, having had the aid of the most distinguished and capable men. The changed conditions of the neighborhood have created new and different problems, which have not only added to the difficulties of the parish upon this its second century. Their choice was unanimous. Dr. Batten is a graduate of the Philadelphia Divinity School. He is at present professor of Old Testament Literature in the University of Pennsylvania, and is a member of the Philadelphia Divinity School. He is a man of administrative capacity, sound judgment and genuine personality. We have no doubt that he will be able to enter upon the discharge of his duties on the first of September, when the vestry bespeak for him a hearty welcome."

ORDERS FOR THE 26TH REGIMENT.

Plattsburg, N. Y., Aug. 26.—The 26th Regiment will leave here for San Francisco on its way to the Philippines on or about September 5, orders having been received here to that effect to-day. The regiment will go to San Francisco about September 16, and will reach San Francisco about September 16.

PLEASANTVILLE IN A FERMENT.

SUSPICION OF A WATER SCHEME MAY DIS-SOLVE THE VILLAGE CORPORATION.

The little village of Pleasantville is in a ferment over a proposition to dissolve the municipality. The question, whether the village corporation of Pleasantville, Westchester County, N. Y., be dissolved is to be decided at a special election to be held on Saturday next, September 2. In the mean time the citizens of Pleasantville are divided, and some are saying hard things about their neighbors and fellow citizens.

PLEASANTVILLE IN A FERMENT.

Pleasantville is in the town of Mount Pleasant, the place where the assessor was notoriously overvaluing the property of John D. and William Rockefeller. The village was incorporated two years ago, and, to use the words of Daniel P. Hays, a New-York lawyer, who presides over its affairs, has in that time progressed slowly and conservatively, but surely. Numerous improvements were made, and all went well until recently, when it was rumored that the Village Trustees intended to bond the corporation in 1899 for the purpose of constructing a sewer.

FOUR WOMEN VOYAGERS.

MISS JULIA MARLOWE, MISS KITTY LOFTUS, MRS. FRANK LESLIE AND MISS ANNA HELD ARRIVE.

There was an unusually large number of prominent persons on the steamships which arrived from Europe yesterday, among them being several women who have achieved reputation in various ways. Some of these women were Miss Julia Marlowe, together on the voyage. On the 1st of July, the actress, for instance, was Mrs. Marlowe, the actress, and Miss Kitty Loftus, who says she has come back from London, on the 1st of July, and Miss Anna Held, who says she has come back from London, on the 1st of July, and Miss Anna Held, who says she has come back from London, on the 1st of July.

PINGREE CALLS FOR CONTRIBUTIONS.

Detroit, Aug. 26.—Governor Pingree to-day issued a proclamation to the people of the State asking that they contribute to the fund for the aid of the storm-stricken Porto Ricans.

HAVANA CABLE LANDED AT MIAMI.

Jacksonville, Fla., Aug. 26.—"The Times-Union and Citizen" has received the following dispatch from Miami: "The Florida end of the Miami-Havana cable was successfully landed Friday. It was a gala day for Miami. The merchants closed their stores, and hundreds of persons, with a brass band, gathered at the terminal station to witness the landing and accord a hearty welcome to this new enterprise. Mr. George Worley delivered an address, and Mr. J. F. Fellers, traffic chief of the Western Union Telegraph Company, replied. Captain John Welsh closed the exercises with one of his best speeches."

THE PROMISED SHOWERS FELL.

The rain which has been threatening for the last two or three days came in the form of several showers yesterday afternoon. They damped things pretty thoroughly, but they were short lived. The sky was overcast nearly all day and after the night, but generally fair weather with stationary temperature is promised for to-day by the local Weather Bureau.

RECORD OF CONTAGIOUS DISEASES.

Washington, Aug. 26.—The Marine Hospital service weekly health report shows that nine cases of dengue at San Juan, but the city and districts are otherwise healthy. The only two of these were among soldiers. From only two cases of dengue at San Juan, but the city and districts are otherwise healthy. The only two of these were among soldiers. From only two cases of dengue at San Juan, but the city and districts are otherwise healthy. The only two of these were among soldiers.

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SCARCITY OF STEEL DISCUSSED.

The scarcity of steel in the open market here at present is giving rise daily to new rumors and conjectures as to the possible outcome of such an unusual state of affairs. It is reported that yesterday that steel was being imported from England to relieve the American demand. Several local representatives of steel companies who were seen by a Tribune reporter yesterday doubted the truth of this report. They said that, notwithstanding the recent rise of \$5 a ton on structural steel, it would be impossible to import steel from England and pay the duty without a dead loss to the importer.

MORGAN SYNDICATE GETS LAKE VESSELS.

Cleveland, Ohio, Aug. 26 (Special).—A big deal in vessel property was closed here to-day, which adds the name of J. Pierpont Morgan to the list of vessel owners on the Great Lakes. Shortly after noon Captain W. C. Richardson announced that the steamer Approximate and Honor Santiago had been sold to the Morgan syndicate. The deal was made by Captain Richardson and J. Pierpont Morgan, of the Boston Coal, Dock and Wharf Company, of which Mr. Morgan is president. The transfer price was \$200,000. The combined capacity of these vessels is 1,500 tons. The coal company is backed by the Morgan syndicate, which owns a vast tract of land in the Jackson district of Southern Ohio.

MOVEMENT IN LINE WITH ACQUISITION OF OHIO COAL ROADS.

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MRS. MURPHY RELEASED.

Mrs. Honora Murphy, ninety years old, of Saratoga, who arrived in this city on Friday to visit her daughter, Mrs. John Starbuck, wife of the superintendent of the city delivery at the General Postoffice, who lives at No. 48 West One-hundred-and-fifty-first-st., and who by a strange misadventure of wrong address was taken to the West One-hundred-and-fifty-second-st. station, then to the Grand Central Station, to Bellevue, and finally to the Almshouse, on Blackwell's Island, because she could not remember her address of the place where she had come from, was released yesterday. Mrs. Thomas Dodge, the daughter with whom she lived in Saratoga, telegraphed to her mother, and Mrs. Starbuck rushed from place to place, and finally found her mother on Friday to do anything, and she was advised to go to the Yorkville Police Court in the morning and apply to the Justice of the Peace. Mrs. Dodge appeared before Magistrate Flammer yesterday morning. She related the story of her misadventure, and Magistrate Flammer signed the release. She was told to go to the Yorkville Police Court in the morning and apply to the Justice of the Peace.

SAN FRANCISCO STOCKS.

San Francisco, Aug. 26.—The official closing quotations for mining stocks to-day were as follows: Alta ..... 95; Calumet ..... 95; Consolidated ..... 95; Empire ..... 95; Federal ..... 95; General ..... 95; Great ..... 95; Humboldt ..... 95; Imperial ..... 95; Independence ..... 95; Interoceanic ..... 95; Jumbo ..... 95; Leadville ..... 95; Littlefield ..... 95; Mammoth ..... 95; Mexican ..... 95; Nevada ..... 95; North ..... 95; Occidental ..... 95; Ophir ..... 95; Potosi ..... 95; Real ..... 95; Red ..... 95; Republic ..... 95; Santa ..... 95; Sierra ..... 95; Standard ..... 95; Union ..... 95; Utah ..... 95; Western ..... 95; Yukon ..... 95.

STEEL TRANSPORTS FOR MEXICO.

OF LIGHT DRAUGHT FOR SHALLOW WATERS, BUT TO BE ARMED FOR WAR PURPOSES.

New-Orleans, Aug. 26 (Special).—General Montanari, one of the highest war officials of the Mexican Government, is at present in New-Orleans overseeing the construction of twenty-five steel vessels to be used as transports by President Diaz's soldiers. The boats are of two types, twenty of them being light draught, and the other five of modern type. All are fitted with gun platforms, but the guns themselves will be mounted after the transports reach Mexico. Each lighter or barge will, with fifty men on board, draw only ten inches of water, so that shallow harbors and lagoons may be entered with safety.

REHABILITATION OF PORTO RICO.

Secretary Root giving the matter careful attention to-day to the subject of rehabilitation of Porto Rico. He conferred with Assistant Secretary McKelhon and officers of the insular division, and while no determination has been reached there is a general plan outlined which may be adopted. It includes a modification of the tariff in the direction of doing the most good to the producers of the island, without destroying the revenues of the island.

SECRETARY ROOT GIVING THE MATTER CAREFUL ATTENTION.

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Mrs. Honora Murphy, ninety years old, of Saratoga, who arrived in this city on Friday to visit her daughter, Mrs. John Starbuck, wife of the superintendent of the city delivery at the General Postoffice, who lives at No. 48 West One-hundred-and-fifty-first-st., and who by a strange misadventure of wrong address was taken to the West One-hundred-and-fifty-second-st. station, then to the Grand Central Station, to Bellevue, and finally to the Almshouse, on Blackwell's Island, because she could not remember her address of the place where she had come from, was released yesterday. Mrs. Thomas Dodge, the daughter with whom she lived in Saratoga, telegraphed to her mother, and Mrs. Starbuck rushed from place to place, and finally found her mother on Friday to do anything, and she was advised to go to the Yorkville Police Court in the morning and apply to the Justice of the Peace.

SAN FRANCISCO STOCKS.

San Francisco, Aug. 26.—The official closing quotations for mining stocks to-day were as follows: Alta ..... 95; Calumet ..... 95; Consolidated ..... 95; Empire ..... 95; Federal ..... 95; General ..... 95; Great ..... 95; Humboldt ..... 95; Imperial ..... 95; Independence ..... 95; Interoceanic ..... 95; Jumbo ..... 95; Leadville ..... 95; Littlefield ..... 95; Mammoth ..... 95; Mexican ..... 95; Nevada ..... 95; North ..... 95; Occidental ..... 95; Ophir ..... 95; Potosi ..... 95; Real ..... 95; Red ..... 95; Republic ..... 95; Santa ..... 95; Sierra ..... 95; Standard ..... 95; Union ..... 95; Utah ..... 95; Western ..... 95; Yukon ..... 95.

NAVY YARD AFFAIRS.

LITTLE WORK GOING ON AT THE STATION AT PRESENT.

EFFECT OF THE SCARCITY OF IRON AND STEEL—OVERTIME PAY TALKED OF FOR THE CIVIL ESTABLISHMENT. Work on the Detroit has been nearly completed, and the Atlanta has been floated into Drydock No. 3 for some work which cannot be done while she is afloat. The Collier Marcellus is to be used by the inventors of an apparatus for coaling ships at sea for a series of demonstrations which will take place off Sandy Hook in a short time. The Government has permitted the use of the ship for this purpose, the inventors to bear all the expenses. With these exceptions there is little work at the yard as far as vessels are concerned, the Cincinnati occupying her old place in the stone dock.

PROSPERITY HAS STRUCK THE NAVY YARD A SEVERE BLOW, AND A LARGE NUMBER OF MEN ARE WONDERING WHERE THEIR SHARE OF THE PROSPERITY COMES IN.

In the first place, the prevailing high prices for iron and steel are responsible for the large bids on the construction of the new machine shop and the consequent alteration of the plans and delay in the work. Following this, contractors on various buildings in process of erection at the yard have informed the chief civil engineer that they cannot get the structural iron work necessary to go ahead with the construction, owing to the mills being overcrowded with work, and the supply of ore and iron short. This has caused a practical stoppage of work on several large structures, and although work is going ahead on some foundations there is no telling when the superstructures will begin to grow.

THE EASTERN WALL OF DRYDOCK NO. 2 HAS BEEN TORN OUT TO THE SAME EXTENT AS THE WESTERN WALL