

TO MAKE ANOTHER TRIAL.

FIFTH ATTEMPT TO SAIL A RACE WILL BE MADE TO-DAY.

CUP YACHTS IN FINE CONDITION, BUT WEATHER PREDICTIONS NOT REASSURING.

PROGRAMME FOR TO-DAY'S RACE.

Course—Fifteen miles to windward or leeward and return. Starting point—Sandy Hook Light-ship. Time of start—10:45 a. m. unless postponement is ordered, but not later than 12:15 p. m. Time Allowance—31-100 seconds to the Shamrock.

Another effort will be made to-day to sail the Columbia and the Shamrock over the course of fifteen knots, to windward or leeward and return, within the time limit of five and a half hours.

It will be the fifth attempt of this series, and if another fluke results then a disheartened public will feel like agreeing with the suggestion made by one of the Shamrock's sailors that the best thing Sir Thomas Lipton and Mr. Iselin can do under the circumstances is to get out on the end of a wharf and fight it out between themselves.

Whatever the weather may be this morning, it is likely that the attendance will not be as great as last week's. People are getting tired of spending money and time without results, and are saying that they will not go down the Bay again until the "hoodoo" is broken—until the rivals have sailed one race. So unfortunate an effect have the four successive fizzes had upon the enthusiasm of the public that the owners of excursion boats, who a week ago could not meet the demands for tickets, are now obliged to offer reduced fares and the promise of another ticket for another day if the attempt to-day should again be futile.

However, with one completed and well fought out contest the enthusiasm will all come back, as the interest in the outcome of the struggle is as keen as ever. The only trouble is that until there are indications of a steady blow the multitudes will not risk another possible fiasco.

GLOOMY WASHINGTON PREDICTIONS.

If the weather authorities at Washington are correct, the prospects for to-day for a finish race are not encouraging. Yesterday afternoon the Washington bureau prophesied unsettled weather for to-day, "with no indications of brisk winds." But if this prediction is no better founded than were last week's, followers of the yachts may take heart.

FOG THICK AND HEAVY.

As the weather turned out it was well that the Cup Committee of the New-York Yacht Club opposed the suggestion of Sir Thomas Lipton to resail Tuesday's race yesterday. Mr. Iselin also was in favor of the suggestion, but the thick fog that hung over the course all yesterday morning was even denser than on the previous day, while there was not enough wind to fill a baby jib-sail. While the two yachts are within halting distance of each other, the crew of one could not see the crew of the other. Throughout the morning the crews had an anxious time of it watching for craft that might bump into one or the other of the racers. Beyond keeping a careful lookout the crew of the Shamrock did not hesitate among themselves to denounce the attacks on Mr. Iselin. "Now that there is a fear of losing the Cup," one of the officers of the club was heard to say, "we are hunting for a scapegoat, and we have fixed upon Mr. Iselin."

HUNTING FOR A SCAPEGOAT.

Much interest has been aroused in the New-York Yacht Club by the criticisms which some of the newspapers have made regarding Mr. Iselin. It was reported that both Captain Rhodes and Captain Hank Hoff had been invited to sail the Defender in the trial races, but that they had refused because they feared they would be hampered in handling the Columbia by Mr. Iselin's presence aboard. While the members of the club will not take publication, they do not hesitate among themselves to denounce the attacks on Mr. Iselin. "Now that there is a fear of losing the Cup," one of the officers of the club was heard to say, "we are hunting for a scapegoat, and we have fixed upon Mr. Iselin."

CONFIDENCE IN THE COLUMBIA.

C. OLIVER ISELIN PROTESTS AGAINST CONDEMNATION BEFORE A RACE HAS BEEN SAILED.

C. Oliver Iselin admitted yesterday that the new top-sail made for the Columbia since the last race was a larger one than any of the others. "I am much pleased with it," he said, "but whether it is larger than the Shamrock's I don't know. You who see the boats from a distance ought to be able to tell that, for I have not seen the sails of either boat from a distance." The covers were taken off the Columbia's mainsail just before noon in order to look at the sail. The new sail was examined all over, and a number of the Columbia's crew have bet as much as a month's pay on her, and they have great confidence in her boat. "The people who think the Columbia can only sail in light weather make a big mistake," said one. "The harder it blows the better we like it, either running or beating, or any other way, but we want a steady breeze from start to finish, and no flukes. The Shamrock breeze suits us first rate. The Shamrock is going to be a hard nut to crack, but we will get there just the same."

Captain "Navy" Herreshoff is on board the Columbia, and it is a race between him and "Charlie" Barr as to who will sail the least. Mr. Iselin said yesterday that Captain Herreshoff would be on board in all the races, and would assist Barr in any matter of advice. This possibly may have been partly in answer to the claims that have been made in at least one newspaper that there was not sufficient professional talent on board the Columbia. On this point it may be said that the Iselin-Barr combination can be made than "Charlie" Barr. "Navy" Herreshoff and C. Oliver Iselin will be instructed to hear what H. C.

The bicycle manufacturers who are arranging the plans for the newly organized company were in session at the temporary headquarters all day yesterday. The directors finished their labors last night and adjourned, and the Executive Committee will meet to-day and ratify the work done by the directors. The manufacturers will say nothing for publication.

Holders of the wheel who use Nassau when returning from trips to Staten Island and New-Jersey are warned to be on their guard against a sharp lookout at the new asphalt on Maiden Lane. The asphalt was resurfaced at night to make repairs, and rough stones were dumped into the street. The crossing is particularly dangerous at night.

John Schuessler, the roundsman of the Bicycle Squad, has received permission from the Police Commissioners to accept a trophy from the other members of the squad. The trophy is a silver pitcher which the other policemen from Police Commissioner Collins' squad presented to John Schuessler for his services as roundsman of the Brooklyn squad. It is a silver pitcher which the other policemen from Police Commissioner Collins' squad presented to John Schuessler for his services as roundsman of the Brooklyn squad. It is a silver pitcher which the other policemen from Police Commissioner Collins' squad presented to John Schuessler for his services as roundsman of the Brooklyn squad.

John Schuessler, the roundsman of the Bicycle Squad, has received permission from the Police Commissioners to accept a trophy from the other members of the squad. The trophy is a silver pitcher which the other policemen from Police Commissioner Collins' squad presented to John Schuessler for his services as roundsman of the Brooklyn squad. It is a silver pitcher which the other policemen from Police Commissioner Collins' squad presented to John Schuessler for his services as roundsman of the Brooklyn squad.

As he pointed with pride to the green race he said that nothing had been done for her since the last race. "She is ready to go out at any time," said he.

When the wind came in the afternoon, one of the small boats of the Erin, fitted with an English steering gear, was sailed around the light-ship, and Mr. Arnold Morley was in this boat, which attracted much attention on account of the unusual shape of the sail. About 3 o'clock the Columbia was placed on the sails, the Columbia being the first to do this work.

Between 5 and 8 on the Columbia found no takers at the New-York Stock Exchange yesterday, and there was no money ready for betting on the Shamrock race. The betting on the trial races was done at the New-York Yacht Club and other clubs among the Columbia enthusiasts the bets were reported to be about 5 to 1 on the Columbia, but no money was given. It is said that Sir Thomas Lipton's guests on the Erin and some of his friends in town were much interested.

Mr. Iselin made a protest yesterday against the way some newspapers had dealt with the management and handling of the "hoodoo" race. He said the American boat is getting less support than it has. Those who have been with the Columbia from the first believe, as I do, that she will prove herself the better boat. It is not fair to say that she is at this time, they should be words of encouragement, but this seems to be a time for criticism, and the articles task some to be found flaws and to foster discontent. The men who are sailing the boat are as keen as they can be for a victory, and I will not say that they have any ill will against those who have read, but I can see where it might do some harm. I will not say that they have any ill will against those who have read, but I can see where it might do some harm.

DE VOE PREDICTS A STRONG BREEZE.

A. J. De Voe, of Hackensack, N. J., predicts a strong breeze for the sailing of the yachts to-day. Mr. De Voe told a Tribune reporter on Friday last that a stiff gale would swamp the boats on the following day. His latest prediction may be accepted with a grain of salt, but he has been for fifteen years in the weather business, and he ought to know what he is talking about. He says that he has won the confidence of the farmers around Hackensack to such a degree that they now allow him to tell them when to plant for the last week of this month the coldest weather on record for that time of the year.

POPULAR BOAT FOR THE RACES.

The steamer Columbia, which leaves Pier No. 39 East River, on every race day at 10 o'clock, is making a record of satisfaction for her passengers. It is a fast and comfortable boat for the next race day to each purchaser of a ticket in case of no race being made on the day for which the ticket is sold, and it is an innovation in steamboating that surprised the public, and the service is appreciated. The treatment of her patrons speak for themselves.

CYCLING.

McDUFFEE'S REMARKABLE PERFORMANCES AT BROOKLYN.

THE HIGH-ARMSTRONG GOOD ROADS BILL—MEETING OF THE MANUFACTURERS—NOTES AND COMMENTS.

As predicted in these columns, E. A. McDuffee has again astonished the world by speed performance on the track. The League of American Wheelmen's champion middle distance rider at Brockton, Mass., broke all existing world's records from one to five miles inclusive.

When he was in this city recently McDuffee told the writer that he was feeling in rare good form, and that he was convinced all of the world's records from one to fifteen miles were at his command. He was particularly anxious to beat the mile record of 1:22.4 held by his colored rival, "Major" Taylor, and he was also anxious to ride two miles inside of three minutes and five miles inside of 7:15. He rides a chainless wheel, geared to 135, and he uses a steam pacing machine in his work which he believes is capable of traveling at the rate of a mile a minute on a properly banked track for such speed or upon a perfectly level road.

McDuffee's record on the track at Brockton was in good condition, and he decided to wait a day or two and make several more attempts. He then went with Mollard, chief cook at Prince Henin, in Alsace. He went to the Prince's chateau, at Montgrat, at the age of sixteen. Mollard quarreled with his master over a delicacy which was either too hot or too cold, and left his service. Then the kitchen boy was elevated to the place of chief cook, and remained in his service for the Prince for several years. He drifted back to Paris, where greater opportunities were offered for his skill. He was at one time chef for Baron de Rothschild, and then he went with Lescaur in the Rue de Bourdonnais.

DR. JAMES W. KESSLER.

Honolulu, Tenn., Oct. 11.—Dr. James W. Kessler, a dentist, died suddenly yesterday from apoplexy. He was fifty-seven years of age. Dr. Kessler was clerk for Lieutenant (now Admiral) George Dewey when the latter was executive officer of the cruiser USS Albatross, and until his death, Dr. Kessler was the author of numerous articles on naval history. A widow and one daughter, Mrs. W. J. Gramos, of Seattle, Wash., survive him.

MRS. CLEYTON NEWBOLD.

Mrs. Clayton Newbold died on Monday at her home, No. 28 West 107th st. She was seventy-seven years old. The funeral will be held to-day at 11 a. m. in the Church of the Ascension. Mrs. Newbold was the daughter of the late Henry Post, who was one of the founders of the New-York Hospital. She was the widow of Clayton Newbold, a long-time vice-president of the Washington Life Insurance Company. Mrs. Newbold had been interested and prominent for a long time in many charitable organizations. A daughter, Mrs. J. W. Kessler, is vice-president of the coffee house connected with the Flower and Fruit Mission. None of her near relatives are living.

JOHN L. BLAKE.

Brook Church, N. J., Oct. 11 (Special).—John L. Blake, for many years one of the most prominent men in the Orange, died last evening at the home of his son-in-law, William Read Howe, in Llewellyn Park, West Orange, from Bright's disease, from which he had suffered for over three years. Dr. John Lauris Blake, who was well known in the Episcopal Church in Boston, Mass., in 1831, and who was a young man with his parents to Brook-lyn, being there in 1842, when the family came to Orange. He was educated in private schools, and studied law in the office of Philip Kibbey, and was admitted to the bar in June, 1852, and practiced law for nearly half a century. He was the junior partner of his brother-in-law, William Read Howe. Dr. Blake was counsel for the township, town and city of Orange continuously until 1886. He drew the original charter of the city. He was also at different times counsel for West Orange, South Orange and Montclair. He was a member of the New-Jersey House of Assembly in 1857, and of the Senate in 1858, and served on the N. Y. H. C. in 1873, serving out his term and declining a re-election. He was one of the organizers of the Orange Gas Light Company in 1857, and was president of the Citizens Gas Light Company. He was the first president of the Hotel of the State Bank, Mutual Benefit Life Insurance Company, he was a member of the Advisory Board of the West Orange Mark's Episcopal Church of West Orange until his health gave way. He was born in 1815, in Brook-lyn, and died in 1899. He is survived by a widow and one daughter—Mrs. William Read Howe.

ALFRED DE WITT.

Elizabeth, N. J., Oct. 11 (Special).—Alfred De Witt, for many years a well known citizen of Elizabeth, died suddenly this morning at his summer home, at Elizabeth, N. J. He was born in New-York City on February 11, 1818, and was the son of Peter and Jane De Witt. At an early age he entered a mercantile house in Carlstadt, New-York, and for some time he held a place in the Custom House. In 1848 Mr. De Witt made a trip to California, and returned with a large fortune. He was the commission-er of De Witt, Harrison & Co. Upon the retirement of Mr. Harrison several years ago, after the death of Mr. Harrison, the name of De Witt, Kittle & Co. was changed to De Witt, Kittle & Co. Mr. De Witt married Miss Margaret W. Kittle in 1849, and she died in January, 1880. Since Mr. De Witt's death, his wife's name will be Mrs. Alfred De Witt. He was a member of the National State Bank of Elizabeth. Mr. De Witt was prominent as a member of the Westchester Bank, and was president of the Board of Trustees that built the church in Elizabeth. He was a Democrat, but the only office he ever held was a Democratic. He belonged to the Holland Society of New-York.

ALONZO SHOTWELL.

Nyack, N. Y., Oct. 11.—Alonzo Shotwell, formerly concerned in the failure of the Shotwell Interests in the United States, is dead at Coners, Rockland county, N. Y. Mr. Shotwell was born in Monmouth county, N. J., in 1844. He had been connected with the Camden and Amboy Railroad, the Pennsylvania Railroad, was agent for the Texas Railway Steamship Company, the Transatlantic Steamship Company (French Lines) and the Morgan, Louisiana and Texas Railroad and Steamship Company.

SALE OF PARTS OF THE PAYNE ESTATE.

Cleveland, Oct. 11.—The Probate Court to-day approved the sale of parts of the estate left by the late Senator H. D. Payne. On the application of his son-in-law, William C. Whitney, the share of Althea Whitney, his daughter, amounting to \$100,000, was sold to the Perry-Payne company for \$100,000, the estate to the Perry-Payne company for \$100,000.

SHOOTING.

THE NEW-JERSEY STATE SHOOT.

George T. Pierce won an individual championship of New-Jersey at the State Sportsman's shoot at Newark, N. J., yesterday. The Bowling Springs Rod and Gun Club won the team honors of the East Side Gun Club team second, and the Duncton Gun Club third. To-day the New-Jersey State live bird trophies will be shot for, and the individual championship will be shot for, and three men team championship will be shot for.

PARKWAY SHOTS MAKE FINE SCORES.

The Parkway Gun Club of Brooklyn held its regular monthly trap shooting tournament yesterday. Martin Schotter grassed nine of his all-time birds. In the extra sweepstakes race that followed Henry Bookman killed straight and gained first money.

RUDOLPH DEFEATS TIFFANY.

After the Erie Gun Club had finished its team and club matches at Dexter Park Brooklyn, yesterday, a match was arranged between Charles M. Tiffany and William H. Rudolph. They both stood at twenty-eight yards fire, and Rudolph killed ten live birds, each for a private wager. Rudolph killed ten birds straight and won.

OBITUARY.

MARION CHERCHER DAVIDGE.

Mason Chichester Davidge, a son of the late William H. Davidge and Virginia Mason Davidge, died on Monday, October 9, at Arachon, France. He was born about thirty-five years ago in Germany, but spent part of his childhood in Staten Island. He was an invalid all his life, and lived at Colorado Springs for ten years. A little more than a year ago he came here to France, where he lived with his mother, who was living at Arachon with his death. His widow is a daughter of the late William H. Davidge, a broker, of No. 50 Pine-st. His father, the late William H. Davidge, died in 1884, and was buried with her in the cemetery in France.

CHARLES RANHOEFER.

Charles Ranhofer, for thirty-four years chef cook of Delmonico's restaurant, died on Monday at his home, No. 12 West End-ave. His funeral was held yesterday morning at the Church of St. Vincent de Paul. Ranhofer was born in St. Denis, France, on September 7, 1836. His father was the proprietor of the Cafe at Restaurant du Commerce, and he was a young man when he came to Paris by his father's trade. Under some of the experts there, the mysteries of pastry making, Ranhofer went to the kitchen of Flourant, of the Boulevard de la Madeleine, where he stayed three years. At fifteen the lad was an expert. Then he went with Mollard, chief cook at Prince Henin, in Alsace. He went to the Prince's chateau, at Montgrat, at the age of sixteen. Mollard quarreled with his master over a delicacy which was either too hot or too cold, and left his service. Then the kitchen boy was elevated to the place of chief cook, and remained in his service for the Prince for several years. He drifted back to Paris, where greater opportunities were offered for his skill. He was at one time chef for Baron de Rothschild, and then he went with Lescaur in the Rue de Bourdonnais.

In August, 1856, at the age of twenty, he came to this country. His first place was with the Russian Consul, and he drifted to Washington, D. C., where he worked for some time. He then came to New-York, and worked for two or three years for the late Mr. Ranhofer, who was at Fourteenth-st. and Fifth-ave. Since then, with the exception of two years in Europe, Ranhofer was continuously chief cook at the Delmonico restaurant. It was his duty to give all the orders in the kitchen, and to supervise the marketing and arrange all menus for special dinners. He had a staff of forty-two persons. He was a public school teacher, and was selected an honorary president for life of the Societe Civile Philanthropique of this city. He was also a member of the Orpheo de Harmonie and a director of the Orpheo Acoustic Society of St. Vincent de Paul. He leaves three sons and two daughters.

DR. JAMES W. KESSLER.

Honolulu, Tenn., Oct. 11.—Dr. James W. Kessler, a dentist, died suddenly yesterday from apoplexy. He was fifty-seven years of age. Dr. Kessler was clerk for Lieutenant (now Admiral) George Dewey when the latter was executive officer of the cruiser USS Albatross, and until his death, Dr. Kessler was the author of numerous articles on naval history. A widow and one daughter, Mrs. W. J. Gramos, of Seattle, Wash., survive him.

MRS. CLEYTON NEWBOLD.

Mrs. Clayton Newbold died on Monday at her home, No. 28 West 107th st. She was seventy-seven years old. The funeral will be held to-day at 11 a. m. in the Church of the Ascension. Mrs. Newbold was the daughter of the late Henry Post, who was one of the founders of the New-York Hospital. She was the widow of Clayton Newbold, a long-time vice-president of the Washington Life Insurance Company. Mrs. Newbold had been interested and prominent for a long time in many charitable organizations. A daughter, Mrs. J. W. Kessler, is vice-president of the coffee house connected with the Flower and Fruit Mission. None of her near relatives are living.

JOHN L. BLAKE.

Brook Church, N. J., Oct. 11 (Special).—John L. Blake, for many years one of the most prominent men in the Orange, died last evening at the home of his son-in-law, William Read Howe, in Llewellyn Park, West Orange, from Bright's disease, from which he had suffered for over three years. Dr. John Lauris Blake, who was well known in the Episcopal Church in Boston, Mass., in 1831, and who was a young man with his parents to Brook-lyn, being there in 1842, when the family came to Orange. He was educated in private schools, and studied law in the office of Philip Kibsey, and was admitted to the bar in June, 1852, and practiced law for nearly half a century. He was the junior partner of his brother-in-law, William Read Howe. Dr. Blake was counsel for the township, town and city of Orange continuously until 1886. He drew the original charter of the city. He was also at different times counsel for West Orange, South Orange and Montclair. He was a member of the New-Jersey House of Assembly in 1857, and of the Senate in 1858, and served on the N. Y. H. C. in 1873, serving out his term and declining a re-election. He was one of the organizers of the Orange Gas Light Company in 1857, and was president of the Citizens Gas Light Company. He was the first president of the Hotel of the State Bank, Mutual Benefit Life Insurance Company, he was a member of the Advisory Board of the West Orange Mark's Episcopal Church of West Orange until his health gave way. He was born in 1815, in Brook-lyn, and died in 1899. He is survived by a widow and one daughter—Mrs. William Read Howe.

ALFRED DE WITT.

Elizabeth, N. J., Oct. 11 (Special).—Alfred De Witt, for many years a well known citizen of Elizabeth, died suddenly this morning at his summer home, at Elizabeth, N. J. He was born in New-York City on February 11, 1818, and was the son of Peter and Jane De Witt. At an early age he entered a mercantile house in Carlstadt, New-York, and for some time he held a place in the Custom House. In 1848 Mr. De Witt made a trip to California, and returned with a large fortune. He was the commission-er of De Witt, Harrison & Co. Upon the retirement of Mr. Harrison several years ago, after the death of Mr. Harrison, the name of De Witt, Kittle & Co. was changed to De Witt, Kittle & Co. Mr. De Witt married Miss Margaret W. Kittle in 1849, and she died in January, 1880. Since Mr. De Witt's death, his wife's name will be Mrs. Alfred De Witt. He was a member of the National State Bank of Elizabeth. Mr. De Witt was prominent as a member of the Westchester Bank, and was president of the Board of Trustees that built the church in Elizabeth. He was a Democrat, but the only office he ever held was a Democratic. He belonged to the Holland Society of New-York.

ALONZO SHOTWELL.

Nyack, N. Y., Oct. 11.—Alonzo Shotwell, formerly concerned in the failure of the Shotwell Interests in the United States, is dead at Coners, Rockland county, N. Y. Mr. Shotwell was born in Monmouth county, N. J., in 1844. He had been connected with the Camden and Amboy Railroad, the Pennsylvania Railroad, was agent for the Texas Railway Steamship Company, the Transatlantic Steamship Company (French Lines) and the Morgan, Louisiana and Texas Railroad and Steamship Company.

SALE OF PARTS OF THE PAYNE ESTATE.

Cleveland, Oct. 11.—The Probate Court to-day approved the sale of parts of the estate left by the late Senator H. D. Payne. On the application of his son-in-law, William C. Whitney, the share of Althea Whitney, his daughter, amounting to \$100,000, was sold to the Perry-Payne company for \$100,000, the estate to the Perry-Payne company for \$100,000.

GEN. SCHWAN RETURNING.

HIS PURPOSE OF PUNISHING THE REBELS ACCOMPLISHED.

FURTHER DETAILS OF THE EXPEDITION SOUTH OF MANILA—BUSHWHACKING ABOUT ANGELES.

Manila, Oct. 11.—General Schwan's column, having accomplished its purpose of punishing the rebels, is returning from San Francisco de Malabon, with artillery and the transportation service. The 13th Infantry lost two officers, Captain Marlon B. Safford and Captain Woodbridge Geary, both battalion commanders. During the early morning hours to-day there was some firing near Angeles, with the result that eight Americans were slightly wounded. Artillery was used, and the enemy responded. General MacArthur does not attach special significance to the incident. A small party of Americans was fired upon by the Filipinos near Marayuyan, two of our men being wounded. The naval expedition that recently went to the mouth of the River Pasig, or Betts, which empties into Manila Bay on the northwest, to raise the Spanish river gunboat Arayat, reports that no resistance has been encountered from the Filipinos, and that the work of salvage is proceeding slowly.

San Francisco de Malabon, Oct. 10, 5:30 a. m.—General Schwan's column, approaching this town, marched through a country so muddy that the mules all collapsed. He occupied the town without fighting, the insurgents retreating under cover of the creek beds. Later, reconnoitering in force southward, General Schwan came upon trenches where hidden insurgents poured several volleys upon the general and his staff. The rebels resisted stubbornly. The reconnoiterers, consisting of Captain Geary's battalion of the 13th Regiment and two guns of Riley's Battery, drove the insurgents two miles, fighting all the way. They found a field-piece and several wounded and sick Filipinos, including three officers. Many Filipino dead were strewn along the fields. The Americans' total loss was one officer and seven men wounded.

General Schwan's main column started at daylight this morning along a fearful road far out, and Major Budd's battalion on the right bank covering the flank, rendering the fire from the insurgent trenches ineffective. Major Budd returned to Santa Cruz before dark. The natives seem to be generally supporters of the insurrection, but few have arms. These were much firing at American soldiers from the natives' huts. General Schwan spent the night at Malabon.

MESSAGES FROM GENERAL OTIS.

Washington, Oct. 11.—A cable dispatch from General Otis to the War Department, received late this afternoon, confirms the press dispatches regarding General Schwan's movement on San Francisco de Malabon. General OTIS says: Schwan successful yesterday in driving insurgents south with loss, from San Francisco de Malabon. He reports their force disintegrated and retreating on divergent roads, which are impassable for artillery or wagons. No intention of occupying any country permanently or temporarily. Transportation will return by way of Rosario, and column will move direction Dasmariñas, probably retreating on Imus. Country of no strategic importance.

General Otis disapproves of officers' families going to Manila. Regarding this he says: Population Manila much congested. Provision for officers' families cannot be made. Those already arrived, together with families of enlisted men, have caused much perplexity. Would not permit my own family to come under existing circumstances; nearly all officers and men here absent from Manila on duty. Families should await more peaceful conditions.

Movements of Schwan's Force—Manila No Place for Officers' Families.

Another message announced the arrival at Manila of the transport Victoria with 403 horses. Ten died on the voyage and several found to be afflicted with glanders were shot. The Garonne sailed from Manila on October 7 and the Atherton on the 9th, both for Seattle.

NATIVE ASSISTANTS AT MANILA.

Washington, Oct. 11 (Special).—As a result of the success attending the battalion of natives organized for police duty at Manila several months ago by Captain Wren, 7th Infantry, a number of Macabebe warriors have entered the service of the United States under conditions explained in the following dispatch from General Otis: General Lawton permitted to organize two companies of Macabebe scouts under Lieutenant Batson, 4th Cavalry, assisted by competent officers of the army. They are performing excellent work in clearing swamps on north and east shore of Laguna de Bal, arresting robbers and securing titles. Their boats the only transportation required. Compensation one-half that of soldiers, paid from the funds of the Government. First Lieutenant Matthew A. Batson is one of the most promising young officers in the service. He rose from the ranks in competitive examination in 1891, was graduated at the Cavalry and Infantry School in 1895, and was promoted to his present rank on July 5 last year, when he was in the trenches on San Juan Hill, in front of Santiago.

ARCHBISHOP CHAPPELLE'S HOPES.

He SAYS HE EXPECTS TO BRING ORDER OUT OF CHAOS IN LUZON. New-Orleans, Oct. 11 (Special).—Monks-Chapelle, Archbishop of New-Orleans, in an interview to-day said: The published report of my having been made trustee of \$200,000 of Church property in the Philippines is incorrect. No such action has yet been taken, and may never be taken. I am sorry to hear that the report is so widely circulated. I am going to Luzon, perhaps in three weeks. I will endeavor to accomplish by other means what the United States Army has failed to accomplish by force. I go to pacify the island. It is in my view that Church property in the Philippines was held jointly by the Church and Crown under Spanish rule. It has always been Church property only. It was legally acquired, and it should be an outrage for the United States to strip off even portions of the Church lands, as was suggested as probable by the Republican editorial statement from Washington. The property there has belonged to the Church for three centuries. I have been in consultation with Mr. McKinley, and I carry with me the people of Luzon and the other islands, and I fully hope and expect to be able to bring order out of the present chaotic state of affairs there.

AGUINALDO WAS TO HAVE COMMISSION.

DETROIT, Oct. 11 (Special).—Perry S. Hays, First Assistant Postmaster General, sent a paper to-day before the Michigan Republican Editorial Association, being a policy of the Administration, and the obligation resting upon Republican newspapers to defend and support it. He gave an exhaustive review of the war with Spain and spiritedly defended the President's conduct from the beginning to the present time. He stated the editors by declaring that President McKinley's instructions were that Aguinaldo should have a commission in our Army, and that should have been given to him should be treated as our citizens. Yet this did not satisfy his indignation. He said that the Administration was guilty of misrepresentation and calumny. In the course of his remarks he said that the question of the rights of the Philippines was not being begged for mercy and peace. There is no danger of that. The Administration is not seeking to destroy the authority of the United States.

THEY HAVE A MOST HEARTY WELCOME AT SAN FRANCISCO.

San Francisco, Oct. 11.—The 20th Kansas Regiment and four hundred discharged soldiers, who arrived here last night on the transport Tartar, were landed to-day. When the quarantine inspection was finished and the word was passed among the soldiers that the vessel would be docked immediately a hurrah greeted the announcement, and the soldiers began their preparations for debarkation. The waterfront was black with people. As the Tartar passed slowly along the soldiers were cheered again and again. Flags were dipped and whistles and callopes added to the din. The march to the Presidio was a continuous ovation. The streets were thronged with persons anxious to honor the returned heroes. Cannon were fired at intervals, bells clanged and whistles were blown. General Funston marched with Governor Stanley of Kansas, and escort. The throngs surged around General Funston, and he had great difficulty in making progress. Rounds of cheers greeted him, but his only acknowledgment was a military salute and an occasional doffing of his cap. The crowds simply would not let the soldiers pass in peace. Blocks occurred every few minutes. Relatives and friends broke into the ranks and marched with the soldiers, some smiling and laughing and others crying. The regimental colors, little the worse for wear, in spite of the arduous campaign through which they had passed, called forth a tremendous burst of applause whenever they were sighted. Taking it all in all, the soldiers looked to be in fair health, but of course there were some who showed the effects of the severe campaign. Bringing up the rear of the regiment were the hospital wagons, not heavily loaded with sick.

THE PARADE WAS REVIEWED IN VAN NESS-AVE.

The parade was reviewed in Van Ness-ave. by General Shafter, Governor Stanley and Governor Rogers of Washington, and their staffs. General Funston in an interview to-day said: This is America, you know, and I am an American. That tells the story best of our delight in reaching home again. There is nothing like the grand feeling of being back among you all here again—among people whom we know are our countrymen and kin. I have only this to say of the campaign in the Philippines—everything is being done that could be done to carry the war to an early and successful conclusion. The report that I am an anti-expansionist is ridiculous and not worthy of serious consideration. I never intimated such a thing and have been wrongly quoted in the matter. The people must stop to consider when they are passing judgment that there are countless conditions to be constantly combated and overcome before headway can be made. I fear that the exact difficulties of the situation are not fully understood. Some mistakes have been made, but the campaign has been conducted in a most able and conscientious manner, and every man has done his best. No grave errors have occurred, but it is always easy to look back and comment upon what has been done, even though the circumstances have been accomplished under trying circumstances.

WHY \$200,000 WAS PAID TO SPAIN.

Columbus, Ohio, Oct. 11 (Special).—In a campaign speech here to-night D. K. Watson, of the United States Codifying Commission, read a letter from Judge William R. Day, of the Peace Commission, in which the latter gives the reasons which induced the American Commissioners to agree to the payment by the United States to Spain for the cession of the Philippines of the sum of \$200,000. Mr. Day says the chief reason for making the concession was "for the sake of immediate peace." It was not claimed, he says, that the United States had a right to the Philippine Islands as a matter of conquest. In conclusion Mr. Day says: The advanced position which the United States has always maintained in its international relations, its opposition to anything like harsh or severe treatment of a fallen foe, as well as other cogent reasons, would seem to justify the payment of the \$200,000 as an act dictated from a high sense of national honor as well as sound policy under the circumstances of the case.

FOR MINISTERS IN PHILIPPINES.

BROTHERHOOD OF ST. ANDREW HEARS JOHN H. PEYTON AND VOTES TO RAISE MONEY. John H. Peyton, Army secretary of the Brotherhood of St. Andrew, who was sent to the Philippines last spring by Bishop Doane of Albany, chairman of the Protestant Episcopal Board of Domestic and Foreign Missions, took occasion Tuesday night at a meeting of the New-York Local Assembly of the Brotherhood in St. Paul's Chapel to deny that he had called to the attention of the Manila "drunkards, snobs and gamblers," as he was said to have done by a morning paper a few days ago. He repeated this denial to a Tribune reporter after the meeting. "I was misrepresented in the newspaper statement," he said. "I told the reporter of the paper that I did not know he was in conversation with a reporter, and I did not know he printed it as though original with me." Mr. Peyton delivered a short address at the meeting upon "Work in the Philippines." In the course of which he made an earnest appeal to the Brotherhood to endeavor to send at least one minister of the Gospel to work among the soldiers in the islands. He had spent over two months in the islands, and he said, after a long and remarkable experience, he was convinced of the urgent need of sending the Gospel to the troops. He continued: If there are, as is stated, ten million natives in the Philippines, then there are over seven million of them Roman Catholics. The islands were conquered by priests, and the soldiers know that they are children with undeveloped intelligence, and they are wonderful moral creatures. I conversed upon the subject with whom I conversed upon the subject of the morality of the natives, and I was told, too, remarkably complete. My stay in the islands I never saw an intemperate native. They have grown up in the shadow of the great Catholic churches there, and are wonderfully