its obligations, burdens and rewards, exercise of that holy function is to be forced upon them; that they are to be made a part of the American people and States of the American Union; and that Puerto Rican Senators, Hawaiian Senators and Filipino Senators shall sit here, equal in dignity and power to the representatives of the historic State of Massachusetts, the imperial State of New-York or of Indiana, the very heart of the Nation, and that all this shall be determined immediately and irrevocably, now and for all the future. This is the alternative forced upon us by the opposition to the Government. This is the alternative which a desperate faction, searching for a campaign issue, advances at one of the critical periods of our history.

PRECEDENTS NOT TO THE POINT.

The situation is, for us, unprecedented. Our action must be without example. The decisions of our Supreme Court are not to the point, and where analogy, that frailest of the methods of reasoning, applies those decisions to the present situation, they are conflicting and confused. This is rather fortunate than the reverse. New situations should be met with new methods. We should have the courage of our new condition, the frankness of our new difficulty, the constructive ability of our new necessity. Search for precedents where none can exist, effort to apply opinions of judges to a condition neither before them nor dreamed of when they wrote those opinions, is a waste of intellect. We have read most of those decisions when we were at school; and, while I entertain for them the respect their great authority commands, I would not avail myself of words and passages not written in view of the problem now demanding solution at our hands. . . .

But the Constitution does give us power as ample as our opportunities—power so express and emphatic that the opposition dare not quote it, lest it confound them, but by to subtleties and refinements of other sections not bearing on the matter in dispute; power so clear that it bears almost the authority of command; power written by the instinctive anticipation of our development; power penned by the racial impulse in the blood of the fathers; power so complete, emphatic and unusual that there is in it the suggestion of duty.

"The Congress shall have power to dispose of and make all needful rules and regulations respecting the territory or other property belonging to the United States."

"BELONGING TO," NOT "A PART OF."

So the Constitution says that there can be territory "belonging to the United States." Congress can even "dispose" of that territory. But "territory belonging to the United States" cannot be a part of the United States—that is a contradiction in terms. If "territory belongs to the United States," and at the same time is a part of the United States, it belongs to, is owned by, a body politic of which it is itself a part—which is an absurdity in reasoning, an impossibility in logic.

And Congress may even "dispose of territory belonging to the United States." "Dispose" of how? Not by making that territory States only; not by establishing independent government only; not by making that territory a part of the Republic only. No; and full provision for such disposition of territory is made elsewhere in the Constitution. But the words "dispose of any territory belonging to the United States" stand there unlimited, absolute and imperial. We can make it a part of the United States if we wish. We can set up independent government if we wish, and alienate it utterly; and yet we could not do that if it is a part of the United States. For how can the United States alienate any part of itself, or how can any part of the United States alienate itself from the United States? Our Southern brothers asked the latter question, and a million men answered it with their lives.

"Congress shall have power to dispose of territory belonging to the United States." "Dispose of." We can sell this "territory belonging" to us, then; yet how can we sell it if it is a part of us? We can sell Puerto Rico; we can sell the Philippines; we can turn them adrift, and all this has been proposed by those who now declare that they are a part of the United States. Does any man doubt that the United States can dispose of Puerto Rico by selling it to another nation? And yet this could not be done if it is a part of the United States. So that the very power to "dispose of territory belonging to the United States" is the power of the free hand over that territory. The bestowal of that very power is a denial that the Constitution extends over that territory, since if it so extended the power could no longer exist. . . .

And so, Senators, we assert our power; but by the same word we announce our justice, too. We do not want justice given for the base emergencies of political desperation as a faction wants it, but we want it as the high justification of our free hand. We want it as the expression of our institutions. We want it in its own abstract right. We want it as a discharge of a plain duty. And we want it as a measure of statecraft looking to our future as the dominant Power of earth. . . .

AGAINST A TARIFF.

Yet those who for partisan purposes oppose the Government attempt to intertwine a tariff with the constitutional principle of a free hand. They try to mingle reciprocity with Puerto Rico with Calhoun's doctrine that the Constitution extends over "territory belonging to the United States." If a tariff was inextricably involved with Lincoln's constitutional principle of a free hand, for which Lincoln's party stands to-day, as he stood forty years ago, I should vote for a tariff. For the power to act freely with our possessions is the best condition on which we can successfully keep them, and to surrender them is treason to our future. But the imposition of a tariff is not involved in the constitutional principle of a free hand. The very reverse is true. . . .

Reciprocity with Puerto Rico is not only a matter of duty; it is a measure of economic wisdom. It is the reciprocity for which the great statesmen of the Republic have planned and toiled. And it is reciprocity not with a foreign country, but with our own possession. It is a reciprocity of nature. Puerto Rican products supply what we need and cannot so well produce; we supply what Puerto Rico needs and cannot as well produce. It is a reciprocity decreed by natural laws, to which our acts must in the end conform. It is a reciprocity "not made by hands, eternal in the heavens." It is a reciprocity of predestination—a relation established in the nature of things, and as inevitable as was our conflict with our race antagonist in the recent war. When our markets are open to Puerto Rican products industry will, and must of necessity, be stimulated as by the wine of life itself all through our island, the people will prosper, money will pour into their withered hands, and Puerto Rico, now desolate, will be placed in the position of prosperity justified by its resources, its location and its possibilities. And with her prosperity she will in turn endow us. Her markets will exclusively be ours; for our tariff against Europe and the world will be her tariff against Europe and the world, and so our clothing and flour and corn and implements, and all the products of our farms and mills and looms, will have exclusive markets there. And the more prosperous we make her by offering our markets to Puerto Rico, the more she can buy of us, and will.

CONSIDERING AMENDMENTS.

At the close of Mr. Beveridge's speech Mr. Foraker asked that the Senate proceed with the consideration of amendments.

The first amendment was one imposing a duty of 5 cents a pound on coffee imported into Puerto Rico.

Mr. Pettus, of Alabama, moved to strike out the amendment and demanded a direct vote on his amendment, which involved the question whether a tax could be imposed on products imported into Puerto Rico which was not imposed on the same products imported into "other parts of the United States."

Mr. Gallinger defended the amendment of the committee. Under Spanish rule, he said, a tariff had been imposed on coffee imported into Puerto Rico because the coffee raised there is regarded as the best in the world, and it was desired to prevent it from being spoiled by being blended with inferior brands.

"If you have a free hand to mutilate the Constitution," said Mr. Pettus, "then you can pass this bill; but if the Constitution means anything when it says that taxes and duties shall be uniform, then you have no such right."

Mr. Pettus's amendment was defeated, 13 to 32.

Mr. Bacon, of Georgia, offered an amendment in the form of a substitute for Sections 2 and 3 of the committee bill, establishing the regular Dingley tariff rates of duty on articles imported from foreign countries into Puerto Rico, and providing that no duties shall be levied on articles imported into Puerto Rico from the United States, or into the United States from Puerto Rico. Mr. Bacon explained that it was his purpose to establish in Puerto Rico the tariff system in vogue in this country.

Mr. Gallinger said the bill as it stood was infinitely more liberal than was the amendment offered by Mr. Bacon. "The committee," he said, "had only one object in view, and that was so to legislate for the Puerto Rican people as to render them happy, contented and prosperous."

After discussing the pending amendment, Mr. Lindsay, of Kentucky, announced his purpose of offering an amendment to Mr. Bacon's amendment, in order to afford the Senate an opportunity to vote directly for free trade between the United States and the island. "I offer this amendment," he said, "because Puerto Rico is an American island, because its inhabitants are American citizens, because the people were promised the rights and immunities of American citizens by General Miles, and because the President and Secretary of War declared it was our 'plain duty' to give the Puerto Rican people free trade."

He then offered an amendment to Mr. Bacon's amendment, providing for absolute free trade between this country and the island. Mr. Bacon accepted the amendment.

Pending action on the Bacon amendment, Sections 2 and 3 of the bill were perfected by the committee.

Mr. Pettus then moved to strike out the provision in Section 3 providing for a duty of 15 per cent of the Dingley law rates on products of Puerto Rico imported into this country.

FREE TRADE MOTION DEFEATED.

The motion of Mr. Pettus was defeated, 16 to 33, as follows:

YEAS.

Bacon.	Culberson.	Morgan.
Bate.	Harris.	Pettus.
Berry.	Jones (Arkansas).	Sullivan.
Clark (Montana).	Kenney.	Turley.
Clay.	Lindsay.	Wellington.
Cockrell.		

NOES.

Allison.	Frye.	McComas.
Baker.	Gallinger.	McMillan.
Bard.	Gear.	Perkins.
Carter.	Hale.	Quarles.
Chandler.	Hanna.	Ross.
Clark (Wyoming).	Hansbrough.	Scott.
Cullom.	Hawley.	Sewell.
Deboe.	Kean.	Schoup.
Fairbanks.	Kyle.	Spooner.
Foraker.	Lodge.	Warren.
Foster.	McBride.	Wetmore.

The following pairs were announced, the last named being opposed to the amendment:

Martin-Jones, of Nevada; Daniel-Penrose, McLaurin-Pritchard, Hoar-McEnery, Taliaferro-Mason, Turner-Aldrich, Rawlins-Walcott, Money-Teller, Caffery-Burrows, Pettigrew-Platt, of Connecticut; Simon-Depew, Chilton-Elkins, Heitfeld-Platt, of New-York; Butler-Beveridge.

No announcement of pairs was made for the following ten Senators who were absent from the chamber when their names were called: Allen, Davis, McCumber, Mallory, Nelson, Proctor, Stewart, Thurston, Tillman and Vest.

At the request of Mr. Bacon his amendment was passed over until to-morrow.

Mr. Foraker offered the following substitute for Section 5 of the House bill in relation to goods already imported, and the substitute was agreed to:

That on and after the date when this act shall take effect, wares and merchandise previously imported from Puerto Rico into the United States for which no entry has been made, and all goods, wares and merchandise previously entered without payment of duty and under bond for warehousing, transportation, or any other purpose, for which no permit of delivery to the importer or agent has been issued, shall be subjected to the duties imposed by this act, and to no other duty, upon the entry or withdrawal thereof; provided that when duties are based upon the weight of merchandise deposited in any public or private bonded warehouses, said duties shall be levied and collected upon the weight of such merchandise at the time of its entry.

The next committee amendment was that which provided that the Spanish or native inhabitants of Puerto Rico and their children should be "citizens of Puerto Rico, and as such entitled to the protection of the United States."

Mr. Morgan maintained that the people of Puerto Rico were citizens of the United States, and as such were entitled to the rights and immunities prescribed by the Constitution. The amendment, he said, was a "vain and empty declaration."

It became evident that the amendment could not be disposed of to-day, and it was passed over until to-morrow.

Mr. Morgan offered an amendment to the section of the bill which proposes to redeem the Puerto Rican silver coins in United States money, giving 60 cents of American money for the Puerto Rican peso. The amendment proposed to pay 100 cents for the peso. Mr. Morgan held that in the proposed exchange of coins the United States was taking advantage of the Puerto Ricans, because the peso contained the same amount of silver as the American dollar. The Puerto Ricans, he said, were entitled to 100 cents for their pesos, because that amount of silver in money would be worth 100 cents on the dollar.

Mr. Jones, of Arkansas, and Mr. Bacon took the same position.

Mr. Foraker maintained that the position of the Democratic Senators was not correct. There was no intention to deprive the Puerto Ricans of any value, as the American dollar now was worth in debt paying power practically two pesos in Puerto Rico. He believed the proposition of the bill was entirely liberal to the Puerto Ricans.

The discussion of the amendment took a wide range and had not been finished when the Senate adjourned.

ANOTHER RELIEF BILL.

MR. PARKER'S PLAN FOR RAISING REVENUE IN PUERTO RICO.

Washington, March 29.—Mr. Parker, of New-Jersey, to-day introduced in the House a bill "for the relief of Puerto Rico and to provide revenue therefor." It recites the distressed condition of the people and their need of schools, roads and other improvements, and provides that all revenues raised under the bill shall be paid into the Treasury for the local government, which until further enactment of law shall be the President and such officers as he may deem necessary. The duty on articles entering Puerto Rico from foreign countries is made the same as the duty on like articles coming to the United States. No duties are to be levied on Puerto Rican goods coming into the United States, but the local government may levy duties on articles exported to and imported from the United States not exceeding one-quarter of the regular duties, and until such local government acts a rate of 15 per cent is fixed on articles so exported from or imported into Puerto Rico. The bill relieves the island from all internal revenue and stamp taxes, but articles sent from Puerto Rico to the United States must pay the revenue and stamp taxes on arrival here.

THE CŒUR D'ALENE INQUIRY.

A BIG PETITION ASKING FOR RETENTION OF FEDERAL TROOPS PRESENTED.

Washington, March 29.—The Cœur d'Alene investigation opened to-day with no outward evidence of the exciting scenes of yesterday, although there was considerable good natured raillery among members as to when the "first round" would be called. Governor Steunenberg was again on the stand, with Representative Lentz conducting the cross-examination. The evidence was on unimportant details until Governor Steunenberg was questioned as to a recent petition from the Cœur d'Alene district, asking the Secretary of War to retain Federal troops there. This petition has not yet been presented to the Federal authorities, and the committee went into executive session to determine what to do with the document.

It was decided to file the petition with the Secretary of War, and in the mean time it will not be made public. It is understood, however, that it is an extensive document, bearing about one thousand five hundred names, and states in substance that, while people at a distance may regard the policy adopted by the Governor and military authorities as harsh, yet the signers fully uphold the policy adopted, and consider it necessary to overcome the lawlessness and disorder which have existed for some time. It requests the Secretary of War to continue the guard of troops in the Cœur d'Alene district.

Governor Steunenberg's examination was resumed at the open session, developing little additional, and at noon the committee adjourned until to-morrow.

Governor Steunenberg denied a statement published last fall, and referred to in the present inquiry, to the effect that in October last he wrote to Representative Dick, of the Republican National Executive Committee, assuming complete responsibility for the conditions in Idaho, and relieving the Federal authorities from all connection with the affair. The Governor said in reply to questions from Representative Lentz that he had never written on any subject to Mr. Dick or any other official in Ohio. Mr. Lentz also inquired whether there had ever been any correspondence with Senator Hanna or Chairman Babcock of the Republican Congressional Committee, and Governor Steunenberg made a denial.

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WAR OFFICIALS ANSWER CRITICS.

COST OF FITTING UP THE SUMNER SHOWN TO BE MUCH LESS THAN WAS STATED.

Washington, March 29.—The officials of the War Department, taking notice of the criticisms in the House yesterday in the discussion of the Army Appropriation bill on the alleged extravagance shown by the Quartermaster's Department in fitting out the transport Sumner, to-day made public from the records the actual figures, showing the expenditures to be much different from those stated yesterday in the course of debate. For instance, the War Department statement shows that the cost of repairs at New-York was not $8,000, as announced in Congress, but $1,945. The tumblers in the staterooms did cost 29 cents apiece and pillow slips cost 14½ cents. The glass stateroom doors cost 50 cents. The mahogany chairs cost $20, instead of $15. As to these chairs, it is declared that experience has shown mahogany to be the cheapest furniture that can be used on shipboard in point of durability and cost of maintenance. The three big mirrors in the sideboard did not cost $1,500, but were purchased for $12 50. The silver service, which was said to have cost the Government $8,000, is only plated ware, and all the plate on the ship for the use of fifteen hundred men cost $1,298.

Representative Driggs, of New-York, to-day introduced a resolution in the House reciting charges of extravagance in the furnishing of the Sumner and directing that a select committee of nine members investigate the charges in this case and all others pertaining to the Army transport service.

COST OF TRANSPORT SERVICE.

THE WAR DEPARTMENT REPLIES TO A SENATE RESOLUTION OF INQUIRY.

Washington, March 29.—Acting Secretary Meiklejohn has sent a report from the Quartermaster-General to the Senate in reply to a resolution of January 9 last calling on the Secretary of War for a list of all transport ships and other vessels purchased or chartered by the War Department since March 4, 1897, together with their names, from whom purchased or chartered, the cost of purchase or charter, the cost of fitting up or repair, and the number and names of vessels sold and the reasons for such action. The Department's answer is in the form of three large tables, replying specifically to the inquiries of the Senate. It appears that only one vessel was sold, the steam tug Atlantic, which was worn out and condemned. She brought $1,509. The transport Hooker, which was fitted up for laying a deep sea cable in the Philippines, grounded near Corregidor Island, while going from Manila to Hong Kong, and was lost. The steam lighter Bessie became the property of the Government under the terms of the charter for $12,237, and was renamed the Kearney.

It is shown that thirteen vessels have been purchased by the Quartermaster's Department since March 4, 1897, exclusive of those purchased for the Army transport service for transportation incident to the Spanish war. These included the ferryboat John Hancock, the steam tugs General Hunt, Martha and John Barry, and ten steam launches, at a total cost of $112,479, with $9,525 for repairs.

Forty-nine vessels of all classes were purchased for the Army transport service during and since the Spanish war, including about twenty-five small craft, such as tugs, launches and lighters, purchased in the Philippines. The total purchase price of these vessels was $8,074,455, and the total cost of refitting and repairing was $5,189,093. The most expensive vessels were the transports Grant, Logan, Sheridan, Sherman, Thomas and Hancock. The purchase price of the first five named was $660,000 each and that of the Hancock $600,000. The expense of fitting up these vessels is stated as follows: The Hancock, $543,516; the Grant, $328,459; the Logan, $433,829, the Sheridan, $339,169; the Sherman, $526,964; the Thomas, $335,365. It thus appears that the Hancock, the Logan and the Sherman cost over $1,000,000 each, and the other three named a slightly less amount. The purchase price of the transport Meade was $400,000, and $374,000 was expended in fitting her up. The purchase price of the Sumner was $360,594, and $235,000 additional was expended in fitting her up. The original cost of the hospital ship Relief was $450,000, and $265,591 was expended in her transformation. The hospital ship Missouri has cost the Government so far $430,612, of which a little more than half was expended in adapting her to hospital purposes. Two of the large transports, the Burnside and the Hooker, are captured Spanish steamers. All the principal transports were acquired under the terms of their charters, and were paid for out of the appropriation for the National defence.

There were 147 vessels chartered for the transport service, at a total cost of $10,631,519 for services rendered, and a total cost of $1,894,342 in restoring them to their original condition on cancellation of charters. Of the chartered vessels seventy-nine were attached to the Atlantic fleet at a cost for service of $2,882,284, and for repairs of $175,580. The remaining sixty-eight chartered vessels were employed on the Pacific, at a cost of $7,749,235 for service and $107,608 for repairs.

TO TRANSFER TRANSPORTS TO NAVY.

Washington, March 29 (Special).—Representative Levy has introduced a bill in the House to transfer the Army transport service to the Navy, in accordance with the practice of all foreign nations. It provides that the transports shall form an auxiliary of the naval service after June 30 next, and that the Secretary of the Navy shall, on requisition, provide for the transportation of all troops, stores and accoutrements of the Army as may be necessary, the responsibilities of such transportation to begin at the water's edge at embarkation and end at water's edge of the destination. It is proposed that all transports belonging to the United States shall be officered and manned from the Navy, except that when transports are chartered by the United States the officers and crews may be included in the charter party. A Bureau of Transports is to be established in the Navy Department, commanded by a line officer not below the grade of commander, just as in the case of other naval bureau chiefs with similar powers. The other sections of the bill provide "that it shall be the duty of the Navy Department to provide vessels for the transportation of officers and men, as well as of other persons attached to the Army and Navy, and of all stores, equipment and accoutrement for both branches of the service as may be necessary; to prepare plans for the quick conversion of merchant vessels to the needs of the transport service, and to provide proper regulations to govern the transport service; also that all contracts entered into by the Secretary of War for the maintenance, construction and repair of the Army transports in force on June 30, 1900, shall remain in force the same as if made by the Secretary of the Navy, in accordance with the provisions of this act."

CAPTAIN CHARLES S. COTTON PROMOTED.

NOMINATED BY THE PRESIDENT TO BE A REAR-ADMIRAL.

Washington, March 29.—The President to-day nominated Captain Charles S. Cotton to be a Rear-Admiral.

Charles Stanhope Cotton was born in Milwaukee on February 15, 1843. He entered the Naval Academy on September 23, 1858, and on May 10, 1861, was detailed for active duty. In the Civil War he served on the St. Lawrence when she captured the Petrel, on the Minnesota at the action between the Merrimac and the Monitor, and on the Oneida at the Battle of Mobile Bay. He reached the rank of lieutenant on February 22, 1864, and at the close of the war was attached to the Shenandoah, serving in the East Indies and China. He was promoted to lieutenant-commander on July 25, 1866. Later he served at the Naval Academy, at the Kittery and New-York navy yards, and was promoted to commander on April 25, 1877. He then went out to the Asiatic Station in command of the Monocacy, and on his return in 1884 was inspector of ordnance at the Norfolk Navy Yard. From 1887 to the close of 1890 he was inspector of the XVth Lighthouse District. Promoted to captain on May 28, 1892, he commanded the receiving ship Independence until 1894, when he was placed in command of the flagship Philadelphia on the Pacific Station.

In the war with Spain Captain Cotton commanded the auxiliary cruiser Harvard, and at the battle of July 3 rescued thirty-five Spanish officers and 637 men from the shore, where they had taken refuge after the sinking of their ships. He is now commanding the receiving ship Independence.

TO REMINT THE HAWAIIAN COINAGE.

Washington, March 29 (Special).—The House Committee on Territories has reported favorably Mr. Knox's bill to retire outstanding silver coinage and silver certificate currency in Hawaii. Under the Hawaiian Republic the gold coins of the United States were the only unlimited legal tender; but silver coins were receivable by law in amounts not exceeding $10. On the annexation of the islands it was found that the silver currency outstanding amounted to just $1,000,000, of which $312,000 is in the form of paper certificates of deposit. By Mr. Knox's bill unabraded coins coming into possession of the Territorial Government are to be reminted in San Francisco as rapidly as practicable. To prevent a temporary contraction of the circulating medium, collectors of customs in Hawaii are authorized to exchange American standard silver dollars for Hawaiian coins of like denomination whenever application is made by a native holder. The Hawaiian dollars are to remain legal tender for debts in Hawaii until January 1, 1903, and the $312,000 of silver certificates are to be redeemed by the Territorial Government on or before January 1, 1904, after which date it will be unlawful to circulate them as money.

PROTOCOL WITH SPAIN SIGNED.

TIME FOR SPANISH RESIDENTS IN THE PHILIPPINES TO DECIDE ON THEIR ALLEGIANCE EXTENDED SIX MONTHS.

Washington, March 29.—Secretary Hay and the Duke d'Arcos, the Spanish Minister, signed a protocol to-day extending for six months the period of time allowed Spanish residents in the Philippine Islands to elect whether they shall remain Spanish subjects or surrender their allegiance and adopt the nationality of the territory in which they live. The article in the Peace Treaty bearing on this subject allowed the Spanish residents one year from the date of the exchange of ratifications of the treaty in which to make their choice. That period expires on April 11.

The extension does not apply to Cuba or Puerto Rico. It is confined in operation to the Philippines, for the reason that conditions in the archipelago have been so unsettled as to warrant the Spanish residents in hesitating to make an election in this important matter. Many important towns in Luzon where Spanish subjects live are as yet without American garrisons, and the assertion of American sovereignty over them has been rather technical than practical, while in many of the Philippine islands no American troops or representatives of the American Government have ever landed. These considerations are deemed sufficient to warrant the extension to the Spanish residents of more time in which to make up their mind as to their future.

It may be, also, that the Spanish residents in these islands desire to avoid making a choice until there has been an authoritative and final determination in the United States of the exact status of residents of insular possessions.

PHILIPPINE COMMISSION'S WORK.

SECRETARY ROOT OUTLINES THE NEW BODY'S POWERS.

Washington, March 29.—The members of the new Philippine Commission called on Secretary Root this afternoon, and they spent three hours behind closed doors in earnest conference. The Secretary said afterward that the discussion had covered the probable scope of the work of the Commission for the next two years. So far he had not been able to give the Commissioners written instructions, and the conference to-day was preparatory to the reception of those instructions. It was not the intention to make the instructions public at present. But it might be stated in general terms, the Secretary said, that the new Commission would have much broader powers in dealing with the problems arising in the Philippines than its predecessor. The primary purpose was the establishment of local civil government throughout the islands. In the selection of the civil officers the Commission would have a free hand. When asked whether the civil authorities would dominate the military, the Secretary replied that as he saw it no question was likely to arise on that point. There would be no chance for friction.

The Commission will meet again to-morrow and will continue the conference with Secretary Root in the afternoon. That will be the last meeting of the full Commission in Washington before the departure for Manila. The members will dine with the President at the White House to-morrow evening, and to-morrow night three of them—General Wright, Judge Ide and Professor Worcester—will go to their homes to prepare their private affairs for an absence of two years in the Philippines. Judge Taft, the president of the Commission, will go to New-York Saturday, but will return to Washington before starting for Manila. Professor Moses will leave Washington Saturday, going directly to his home in California. The Commission will meet in San Francisco on April 12, and will sail for Manila on the 15th on the Army transport Hancock.

The attachés and staff of the Commission have been selected, but Judge Taft preferred to defer the announcement of the names until to-morrow, in order to comply with certain necessary formalities.

DIVIDING THE PHILIPPINES.

SECRETARY ROOT'S ORDER CREATING FOUR MILITARY DEPARTMENTS ISSUED.

Washington, March 29.—The formal order dividing the Philippines into four military departments was issued to-day. It is as follows:

By direction of the President the Department of the Pacific is discontinued, and a military division to be known as the Division of the Philippines, comprising all the islands ceded to the United States by Spain by the Treaty of Paris, ratified on April 11, 1899, is created, under command of Major-General Elwell S. Otis, U. S. V., with headquarters in the city of Manila, who, in addition to command of the troops in the division, will continue to exercise the authority of Military Governor of the Philippine Islands, the division to be composed of the following departments:

Department of Northern Luzon—To include all that part of the island of Luzon north of the provinces of Manila, Morrong and Infanta, the same being the provinces of Abra, Bontoc, Benguet, Bataan, Bulacan, Cagayan, Ilocos Norte, Ilocos Sur, La Isabela de Luzon, Lepanto, La Union, Nueva Vizcaya, Nueva Ecija, Principe, Pagasinan, Pampanga, Tarlac and Zamboles, and all the islands in the Philippine archipelago north of Manila Bay and the provinces above named. Major-General Arthur MacArthur, U. S. V., is assigned to the command of this department.

Department of Southern Luzon—To include all the remaining part of the island of Luzon, the same including the following provinces: Albay, Batangas, Camarines Norte, Camarines Sur, Cavité, Infanta, La Laguna, Manila and Morong, and all islands of the Philippine archipelago which lie south of the south line of the Department of Northern Luzon, as above described, including the island of Polillo, and north of a line passing southeastwardly through West Pass of Apo to the 12th parallel of north latitude; thence easterly along said parallel to 124 degrees 10 seconds east of Greenwich, but including the entire island of Masbate; thence northerly through San Bernardino Straits. Major-General John C. Bates, U. S. V., is assigned to the command of this department.

Department of the Visayas—To include all islands south of the southern line of the Department of Southern Luzon and east of longitude 121 degrees 45 seconds east of Greenwich and north of the 9th parallel of latitude, excepting the island of Mindanao and all islands east of the Straits of Surigao. Brigadier-General Robert P. Hughes, U. S. V., is assigned to the command of this department.

Department of Mindanao and Jolo—To include all the remaining islands of the Philippine archipelago. Brigadier-General William A. Kobbe, U. S. V., is assigned to the command of this department.

The division commander will designate the places for the several department headquarters, and will also assign the necessary staff officers and make such distribution of troops as in his judgment will best meet the requirements of the service in the division.

ELIHU ROOT,
Secretary of War.

By command of Major-General Miles.
H. C. CORBIN, Adjutant-General.

NAVY TO SURVEY PHILIPPINES.

IMPORTANT WORK LAID OUT FOR COMMANDER TAUSSIG.

Washington, March 29 (Special).—The Navy Department is preparing to take advantage of the coming wet season in the Philippines, with its resulting cessation of insurgent activity, to utilize many of the vessels of Admiral Remey's fleet for thorough surveys of the channels, harbors and other waters of the archipelago. To carry on the work Commander Taussig, who was brought home from the command of the Bennington several months ago on account of differences between Admiral Watson and himself, has been ordered to relieve Commander Sperry in command of the cruiser Yorktown, the latter officer's sea tour having expired, and his presence being required in the Bureau of Equipment. Commander Taussig is one of the ablest hydrographic experts of the Navy, and on reaching the Philippines he will be placed in charge of the surveys. He will take with him from San Francisco on the Solace next month six complete surveying outfits, which are now being collected by Admiral Bradford, including all the instruments necessary for making soundings and marking the channels. On his arrival at Manila these sets will be distributed among the available vessels of the fleet, and a comprehensive project prepared in the Naval Hydrographic Office will be carried out.

MILITARY FUNERAL FOR PRIVATE WALL

Arrangements have been completed by the members of the Spanish-American War Veterans' Association of Staten Island, in conjunction with Columbia Hook and Ladder Company, of Stapleton, for a military funeral for Thomas B. Wall, a private of Company E, 27th United States Volunteers, who died in the Philippines in November from wounds received in battle. Wall was a veteran of the Spanish-American War and was a Staten Island fireman. The body arrived at Staten Island on Saturday night, and was received by John T. Oates, commander of the veterans' association. It will remain in a vault until Friday, April 6, when it will be taken to the Stapleton Village Hall and lie in state until April 8, at 1:30 p. m. The funeral will then be held.

The programme will include the singing of patriotic hymns by school children, and addresses by prominent speakers. The procession will move to St. Mary's Cemetery, Rosebank, and it is expected that one thousand men will be in line. The members of Batteries O, M and B, United States Artillery, at Fort Wadsworth, have been invited to be in line. Other organizations expected are Company C, 22d Regiment, Captain Lilliendahl; two companies of the 71st Regiment, details from the 14th and 9th Regiments and the 1st Battery.

Wall is said to be the second Staten Islander killed in battle since the beginning of the Spanish-American War, the first being Joseph Decker, of Tottenville, who was killed at San Juan Hill.

LEGISLATURE'S BUSY DAY.

SENATE PASSES MANY BILLS RELATING TO THIS CITY.

Albany, March 29.—In the Senate to-day Mr. Weekes's Common Law Marriage bill was reported favorably by the Judiciary Committee. Senator Thornton objected to Senator Elsberg's motion to advance the bill to third reading, and it was referred to the Committee of the Whole.

Mayor Van Wyck returned with a veto message a bill allowing the Police Commissioners to rehear and determine the charges against George H. Walsh, a policeman who was discharged from the service on June 24, 1889. The bill and message were referred to the Cities Committee. The Remsen bill for the improvement of Bedford-ave., in Brooklyn, was vetoed by Mayor Van Wyck, and was referred to the Cities Committee.

At 1:45 p. m. the Senate took a recess until 3:15 p. m.

The Senate this afternoon passed more bills than in the last two weeks. The passage of bills was made a special order for the afternoon session, and no other business could be considered. Immediately upon reconvening the long calendar was taken up, and among others these bills were passed:

Senator Goodsell's—Amending the Transportation Corporation law so as to allow the Fifth Avenue Stage Company to run automobiles over their route and to extend their route.

Senator Ford's—Authorizing the Board of Estimate and Apportionment of New-York to direct the Controller to issue corporate stock of the city of New-York not to exceed $500,000 for the construction of a drawbridge over the Harlem River, connecting the easterly end of One-hundred-and-forty-fifth-st. with East One-hundred-and-forty-ninth-st. in the Twenty-third Ward of New-York City.

Senator Price's—Providing that the president or responsible head of a steam or street railroad company shall be responsible for violation of the law prohibiting employment for more than ten consecutive hours.

Senator Elsberg's—Dividing the Court of General Sessions of the city and county of New-York into five parts, and providing for the election of an additional Judge of the Court of General Sessions.

Senator Mitchell's—Abolishing the grade crossings in the city of New-York of the Spuyten Duyvil and Port Morris Railroad at Kingsbridge Road, East Two-hundred-and-thirtieth-st., Broadway, Corlear-st., Tibbitt-ave., West Two-hundred-and-thirtieth-st. and West Two-hundred-and-thirty-seventh-st. in the Borough of The Bronx.

Senator Ahearn's—Authorizing the Controller of New-York to issue corporate stock of the city in a sum not to exceed $12,000,000 for the purpose of improving the waterfront of the city by the Department of Docks and Ferries.

Senator Mitchell's—Providing for the laying out and maintenance of a bridge or viaduct for use as a public street across the Jerome Park Reservoir, from Jerome-ave. to Sedgwick-ave., in New-York.

Senator G. A. Davis's—Appropriating $150,000 for the establishment of a State hospital in the Adirondacks for the treatment of incipient pulmonary tuberculosis.

Senator Wilcox's—Providing that prisoners confined in penitentiaries under a sentence of thirty days or more shall be measured by the Bertillon system for identification of criminals.

Senator Ellsworth's—Appropriating $200,000 for continuing the acquisition of land in the Adirondack Park, and $50,000 for the extension of the forest preserve in the counties of Delaware, Greene, Sullivan and Ulster.

Assemblyman Colley's—Amending the New-York City charter relating to the distribution of moneys collected on account of taxation of fire insurance companies in New-York.

Assemblyman Allds's—Providing that the printing of examination question papers required by the University shall be done in the rooms of the University by its employes.

Assemblyman Allds's—Appropriating $250,000 for the payment of the interest on the canal debt.

Assemblyman Hitchcock's—Appropriating $15,000 for the purchase of a tract of land to be laid out as a public park, the tract to include the place where the battle of Lake George was fought, in Warren County.

Senator Elsberg's—Providing that the Attorney-General shall appoint a permanent prosecuting officer for prosecuting violations of the Election law in New-York without the recommendation of the Governor, as is now provided.

Assemblyman Axtell's—Providing that where a steam railroad crosses the tracks of any other railroad and any street surface railroad is hereafter constructed across a steam railroad, the proportion of expense as determined by the Board of Railroad Commissioners shall be paid by each railroad.

Senator Malby's—Providing stricter penalties for violation of the Election law, and making a person convicted a second time of a misdemeanor under the act guilty of a felony, as recommended by Superintendent McCullagh.

Assemblyman Slater's—Providing for repairs to the County Courthouse in the city of New-York and the leasing of temporary quarters by the court sitting there, pending the repairs, and the issuing of bonds by the city to pay the expenses thereof.

Senator Ford's bill for extending, widening and changing the grade of West One-hundred-and-thirty-fifth-st., in New-York, was defeated by a vote of 22 to 23.

At 6:30 p. m. the Senate adjourned until Friday morning at 10 o'clock.

In the Assembly Mr. Hill's bill, which will permit a railroad corporation to incur indebtedness by bond and mortgage issue, other than for the completing, finishing or operating its road, passed with little debate. Mr. Trainor, of New-York, who yesterday vigorously opposed the bill, withdrew his opposition this morning. Mr. Gale ridiculed Mr. Trainor's change of front, as he termed it.

Among others these bills were passed:

Mr. Davis's—Providing for the erection of a suitable monument to the memory of the soldiers of the 9th New-York who fought in the battle of Antietam.

Mr. Weekes's—Providing that police clerks in New-York shall file annually with the Secretary of State statements relative to the number of persons convicted.

THE BARK ANCONA SAFE.

Chatham, Mass., March 29.—The big British bark Ancona, from Cebu for Boston, which had been given up for lost and reinsured, was sighted off Cape Cod at noon to-day. She is proceeding to Boston in tow of the tug Storm King.

THE SUMNER DID NOT SAIL.

BOARD DECIDED MORE EXERCISE ROOM WAS NEEDED.

STARTS TO-MORROW—CENTRAL COMPARTMENT CLEARED BY REMOVAL OF 225 BUNKS—SO MANY RECRUITS TO STAY BEHIND.

The United States Army transport Sumner did not sail for the Philippines yesterday afternoon as had been expected. The delay was caused by a decision by a board of officers that it would be wise to provide more space in which the soldiers might exercise. It was therefore thought best to cut down the number of men to be carried, and to devote the space in which their quarters had been fitted for the purposes of a messroom and general "stretching" ground.

The bunks are being taken out of one compartment in the centre of the vessel—225 in all. Accommodations had previously been prepared for 963 men, so that the number of men who will be taken now is only 738. The taking down of the 225 bunks will not make necessary a heavy expenditure of money or time. In order to allow enough time for this it was decided to delay the sailing of the Sumner until to-morrow.

A story printed in a Brooklyn afternoon paper and headed "Sumner Unfit to Sail," was vigorously denied by the officers in charge of the vessel and by those in charge of the transport service.

Owing to the suddenness of the decision to cut down the number of soldiers to be taken on the Sumner word could not be sent in time to the forts from which the recruits for Manila were coming. At 10 o'clock a barge filled with six hundred men from Fort Slocum reached the Government pier at Pacific-st. A little later the men from Fort Schuyler arrived. All of these men were taken back to the forts.

Colonel Wirt Davis, who is to be in command of the recruits, made a tour of inspection of the Sumner on Wednesday. He saw that the open deck space was much more limited than on any of the reconstructed transports that have gone from here to Manila. Thinking of the need of exercise for the men and of the hot weather to be encountered before reaching Manila, Colonel Davis decided to ask that more open space be provided by taking out some of the bunks. At his request a board of inspection was ordered to investigate the conditions. This Board, consisting of Colonel Woodruff, Major Kilbourne and Major Davis, made an inspection yesterday morning at 9 o'clock, and decided to take out 225 bunks. The work was at once begun. The central compartment will be used as a mess room at meal time, and for exercising at other times.

At the Army Building much amusement was caused by stories in certain papers of the sumptuous equipment of the Sumner. Major J. C. W.