SEVENTH TO STAY AT HOME.

GOV. BLACK DECIDES NOT TO CALL ON IT FOR VOLUNTEERS.

He Thinks That It and the Other Remaining Organizations of the National Guard Are Needed for Home Duty—Plans for Filling the State's Quota Under the Second Call.

ALBANY, June 20.—The announcement that the Seventh Regiment was not to be allowed to volunteer for service under the President's second call was made to-night by Adjt.-Gen. Tillinghast, after a long conference with Gov. Black, in which Col. Appleton, Lieut.-Col. W. H. Kip, and Capt. Charles Lydecker of the Seventh Regiment participated. This was Col. Appleton's third visit to Albany in an endeavor to have his regiment selected for service under the second call. The result of the conference was the decision that none of the infantry organizations of the original National Guard not selected for service under the first call should be chosen under the second.

This State's quota under the second call includes three additional regiments and three batteries of light artillery, numbering in all 4,272 men. Besides, this State furnishes 4,000 men under the second call to fill to their maximum strength the twelve volunteer regiments sent to the front under the first call. These twelve regiments originally numbered 12,500 officers and men, making a total of 20,772 officers and men which New York State furnishes for volunteer service under the two calls.

The requisition from Washington for the regiments and batteries under the second call, unlike that under the first call, does not request the Governor to fill it from the National Guard organizations. It simply asks for volunteers, and leaves it to the Governor to decide whether the three regiments shall be selected from the new National Guard organizations or from the many citizen regiments whose services have been offered. The infantry organizations of the old National Guard which were not selected for volunteer service under the first call, and which the Governor has decided not to utilize under the second call, are the Seventh Regiment of New York county, the Twenty-third Regiment of Brooklyn, the Seventy-fourth Regiment of Buffalo, and ten separate companies, including the Flushing company. In discussing the decision of the State authorites not to give these organizations an opportunity to volunteer Adj.-Gen. Tillinghast said:

"Gov. Black thinks these organizations are too valuable to be allowed to go out of the State. They are to be assigned to the honorable work of a home guard. They would be invaluable in case a Spanish fleet should appear off the coast, or in the event of a threatened invasion or a riot. They are well drilled, disciplined organizations, and in the opinion of the State authorities should be kept in the State for purposes of defence. The Seventh Regiment has brought a strong pressure to bear upon the Governor to be selected under the second call, but it was deemed the prudent course to keep the few old guard organizations remaining in the State at home, ready for any emergency that might arise."

Major S. R. Jocelyn and Lieuts. Snow and Conkling of the United States Army arrived here to-day to muster in the regiments and batteries under the second call. The Adjutant-General will not know until after he has consulted with Major Jocelyn whether the regiments and batteries will be encamped in this State at first or whether they will go direct to the front.

The order of Gov. Black providing for the organization of the new National Guard promised to men enlisting therein preference for volunteer service under the second call. The Adjutant-General said to-night that he could not tell yet whether the members of the new guard organizations would be compelled to enlist individually or whether some of the new organizations would be permitted to volunteer as such. He has telegraphed to the War Department at Washington that this State's second quota will be made ready as soon as possible.

There are four batteries now connected with the National Guard, two in New York, one in Brooklyn and one in Binghamton.

Col. Appleton of the Seventh Regiment, accompanied by Lieut.-Col. Kipp and Capt. Lydecker, returned to the armory from Albany at 10:30 o'clock last night. They were met at the regimental headquarters by nearly every member of the Board of Officers, while outside in the corridors were scores of the men anxious to learn the result of their commanding officer's latest effort to get the Governor to give the Seventh an opportunity to go to the front as an organization. They were disappointed. Col. Appleton had nothing to say about the results of his trip. He had not heard while at Albany of the Governor's decision to keep the Seventh, Twenty-third, and Seventy-fourth regiments at home. But the men here had heard it, and many of them took it for granted that they had lost their only opportunity of getting into the volunteer army. They were very glum over it.

EIGHTH REGIMENT FILLED UP.

235 Men to Leave for Chickamauga on Wednesday—51 Start to Join the Twelfth.

Recruiting for the Eighth Regiment was completed last night and Capt. Lyon announced that he had enrolled 335 men. One hundred of them were sent to Chickamauga last week. Capt. Lyon will leave with the others to-morrow morning and the detachment is due at Chickamauga on Thursday night. The 235 recruits still here will receive instructions to-day in the school of the soldier and to-night they are to sleep at the armory.

Fifteen former members of the German army, including a Captain and two Lieutenants, are among the new recruits.

Fifty-one recruits for the Twelfth Regiment left this city last night for Camp Thomas in charge of Corporal Hackett of Company G. Twenty more were afterward enrolled.

In addition to the twenty-five men sent to Fort Slocum for the Twenty-second Regiment on Saturday, Lieut.-Col. Thurston passed thirty more yesterday upon the recommendation of Surgeon Bennett S. Beach.

Capt. Charles H. Stoddard began yesterday at the Seventy-first Regiment armory the work of recruiting the 306 men necessary to fill up the Seventy-first.

He took the names of 200 men who applied for enlistment during the day. In the evening twenty members of Company A and twelve members of Company I, 171st Regiment, made application. They will be examined by a surgeon to-day.

Lieut. John H. Fuchsius, assistant surgeon of the Sixty-ninth, arrived here from camp at Tampa on Sunday and began yesterday the recruiting of 301 men to fill up the regiment. He accepted twenty recruits from the number of men examined.

RECRUITS FOR THE FOURTEENTH.

One Hundred Will Be Sent South To-Night—Equipment of the 114th Complete.

The recruits, who are being enlisted to fill up the vacancies in the ranks of the Fourteenth Regiment at Chickamauga have been ordered to assemble at the armory in Eighth avenue, Brooklyn, this afternoon. The men are to undergo the final examination, and a detachment of at least 100 men will leave for the South to-night or early to-morrow morning. Three hundred men in all are wanted for the Fourteenth Regiment.

The work of recruiting the 114th Provisional Regiment up to its full strength of twelve companies is being carried on rapidly. The recruits of companies D, F and I were uniformed and equipped at the armory last night, thus completing the equipment of the seven companies which have been mustered into the State service.

Capt. Squier Ordered to Chickamauga.

Capt. George O. Squier, Chief Signal Officer at Governor's Island, received orders yesterday to proceed to Chickamauga, there to report to Major-Gen. Wade, commanding the Third Army Corps. Capt. Squier has been detailed as Chief Signal Officer of Gen. Wade's corps. His place as Chief Signal Officer at Governor's Island will be taken by Second Lieut. Walter L. Clark.

NOMINATED BY THE PRESIDENT.

Adelbert Ames of Massachusetts and Joseph W. Plume of New Jersey to Be Brigadiers.

WASHINGTON, June 20.—The President to-day sent the following nominations to the Senate:

To be Brigadier-Generals—Adelbert Ames of Massachusetts and Joseph W. Plume of New Jersey.

To be Engineer officers with rank of Major—Capt. Graham D. Fitch, Corps of Engineers; Capt. Hugh J. McGrath, Fourth Cavalry; Charles Allison of Tennessee.

To be Chief Quartermaster with rank of Major—Capt. James L. Wilson, Sixth Artillery.

To be Chief Commissary of Subsistence with rank of Major—First Lieut. Harry E. Wilkins, Second Infantry.

To be Commissaries of Subsistence with the rank of Captain—Robert Dudley Winthrop of New York, William H. Lyons of Kentucky, John M. Tobin of Massachusetts, Charles Delony of Wyoming, Nathaniel T. Messor of California, Charles W. Neal of Iowa.

To be Inspector-General, with rank of Major—Capt. John S. Mallory, Second Infantry.

Volunteer Signal Corps—To be Captain, First Lieut. Edgar S. Russell, Fifth Artillery; to be First Lieutenants, Frank O. Bailey, First-class Sergeant, Volunteer Signal Corps; Newton Cannon of Tennessee, Charles A. Clark of Illinois, Peter J. Reddy of Wyoming, William Jarvis, Jr., of New York, Charles M. Duffy of Kentucky.

To be Assistant Adjutant-General, with rank of Major—First Lieut. William E. Almy, Fifth Cavalry; First Lieut. Robert H. Noble, First Infantry.

To be additional Paymasters—Fred M. Rix of Arkansas, Clark M. Carr of Missouri, Ralph Hartsell of Colorado, S. Heth Tyler of Virginia, William B. Dwight of Connecticut.

To be Assistant Adjutants-General, with rank of Captain—First Lieut. Edward Anderson, Seventh Cavalry; Francis S. Harrison, Troop "A," New York Cavalry.

To be Assistant Quartermasters, with rank of Captain—First Lieut. Wirt Robinson, Fourth Artillery; First Lieut. Samuel A. Smoke, Nineteenth Infantry; Second Lieut. Samuel V. Ham, Fifth Infantry; Oscar Guessas of Texas, William L. Cowling of Virginia, Rose Matthews of Illinois, Edward B. Harrison of Virginia.

Second Volunteer Engineers—To be First Lieutenant, David H. Glidersleeve of Pennsylvania.

Third Volunteer Engineers—To be Lieutenant-Colonel, Eugene J. Spencer of Missouri; to be Major, First Lieut. Edgar Jadwin, Corps of Engineers.

Sixth Volunteer Infantry—To be Captain, Charles R. Evans of Tennessee.

Seventh Volunteer Infantry—To be Captains, Harry B. Bingham of Maryland and John H. Lewis of the District of Columbia.

John E. Hopley of Ohio, United States Consul at Southampton, England.

Medical Inspector Joseph B. Parker, to be Medical Director in the Navy.

J. F. Emmitt, United States Marshal for the District of Nevada.

Postmasters: New York—John L. Kyne, East Syracuse; James M. Miller, Washingtonville; Samuel D. Mulholland, Port Henry; Francis H. Salt, Niagara Falls; David O. Williams, Mount Vernon.

Connecticut—Bradley S. Keith, Norwalk; William P. Leete, North Haven; George A. Lemmon, Thomaston; Willis W. Mildrum, East Berlin; Thomas Walker, Plantsville.

Delaware—William P. Carter, Lewes.

Massachusetts—Frank H. Fales, South Framingham; Christina D. Feedick, Groton.

New Hampshire—Ossian D. Knox, Manchester.

New Jersey—Frank H. Melville, Bayonne; Charles W. Powers, Bloomfield.

Pennsylvania—J. H. Holmes, Freeport; Thomas L. Johnson, Northumberland; Thomas Johnston, Apollo; Isaac T. Klingensmith, Leechburg; Jesse H. Roberts, Downingtown; Charles E. Redman, Sharpsburg; Albert Secor, Sheffield; Christian H. Sheets, Braddock; Andrew S. Warner, Tarentum.

Rhode Island—James E. Bowen, Central Falls; John H. Caswell, Narragansett Pier; Charles S. Robinson, Lonsdale.

Gen. Adelbert Ames was graduated from West Point in 1861, and entered the army as a Second Lieutenant of the Second Artillery. He served throughout the rebellion, rising to the rank of Lieutenant-Colonel of the Twenty-fourth Infantry by 1866. He was five times brevetted for gallant and meritorious services, receiving the rank of Brevet Major-General, U. S. A. From Aug. 29, 1862, to May 20, 1863, he was Colonel of the Twentieth Maine Volunteers. He resigned from the army on Feb. 23, 1870, and was then appointed United States Senator from Mississippi, which place he held three years. He was Governor of Mississippi from 1874 to 1876, and is a son-in-law of the late Gen. B. F. Butler.

Joseph W. Plume is cashier of the Manufacturers' National Bank of Newark, N. J. His military service began in 1857, when he enlisted in Company C, City Battalion of Newark. During the rebellion he served in the Department of the Potomac, participating in many of its most important battles. Since the war he has been prominently identified with the National Guard of New Jersey, since 1885 holding the rank of Major-General.

Robert Dudley Winthrop is a grandson of the late Moses Taylor and is a member of the firm of Winthrop & Co., bankers.

S. H. Tyler is a son of the Governor of Virginia, and William Coulling is a member of the Governor's staff.

YALE AND HARVARD ORDERED OFF.

Troops and Heavy Artillery Going at Once to Reinforce Gen. Shafter at Santiago.

Orders were received yesterday by Col. C. A. Woodruff, Depot Quartermaster at New York, to ship to Newport News immediately 800 tons more of commissary stores, to be there loaded upon the Yale and Harvard. Last Friday Col. Woodruff shipped 800 tons to be disposed of in the same way.

A few hours after yesterday's order to ship the stores had been received, and after part of them had been delivered at the Old Dominion line pier, an order was received from Washington directing that the stores be held on the dock until further orders. Just after this despatch was received a reporter of THE SUN learned that the Yale and Harvard had been ordered to get away from Newport News not later than this morning, presumably with reinforcements for Gen. Shafter.

The transport Catania will be ready to sail this afternoon. No shipping orders for the vessel were received up to the time of the closing of the Army building last night, but it is known that the War Department wants the Catania to get away from New York at the earliest possible moment. The Catania, with the Lampasas and Nueces, will be sent to Tampa as soon as they are ready, to be held for transporting a further detachment of reinforcements for Gen. Shafter.

The Munson liner Ardanmohr, under charter by the Mallory line, and the Panama, captured by our blockading fleet off the Cuban coast a few weeks ago, were inspected here yesterday. It is just possible that the Government will conclude to make use of the Panama for a transport. The British tramp steamer Port Victor, which is fitted with a fine refrigerating plant, was also inspected.

The batteries of the regular artillery ordered to Tampa are all heavy artillery batteries, and they will go to reinforce the artillery which will man the guns of Gen. Shafter's siege train on the hills above Santiago. The batteries which will start this morning are Batteries D and G of the Fifth Artillery, commanded respectively by Capts. Lomia and Reed; Battery E of the Sixth Artillery, Capt. Sage, and Battery H, Seventh Artillery, Capt. Bush. Capt. Bush has been stationed at Governor's Island for a number of years as the editor of the *Service Institution Journal*, a bi-monthly magazine published in the interest of the army and National Guard.

A battalion, consisting of three companies, D, E and H, of the Eighteenth Volunteer Infantry, under command of Major John C. Kay, has been ordered from Delaware City, Delaware, to Port Brady, Mich., there to report to Brig.-Gen. John M. Bacon, commanding the Department of the Lakes.

Navy Yard Notes.

The converted steam yacht Vixing, which has been doing patrol duty in the lower bay with Admiral Erben's fleet, came up to the navy yard yesterday for a fresh supply of coal and stores. She will be fitted with an electric light apparatus before she rejoins the patrol fleet.

The court-martial for the trial of Civil Engineer U. E. G. White for alleged responsibility for the faulty construction of dry dock No. 3 will begin to-morrow at the yard, with Commodore H. B. Robeson, retired, as President. The testimony, it is said, will be substantially the same as in the case of Civil Engineer Menocal.

OUR BIG DRY DOCK USABLE.

IT STILL LEAKS A LITTLE, BUT IT IS SAID TO BE SAFE.

Denial of a Published Report from Washington That It Would Not Be Available for Months—The Methods Used to Cure the Leakage and the Difficulties Encountered.

A report which came from Washington and was printed yesterday regarding the condition of timber dock No. 3 at the navy yard in Brooklyn said that the experts had found it impossible to repair the leaks in the dock, and that there was no hope that the dock would be available for use for months.

This report seems not to be strictly in accordance with the facts. The work of repairing the leaks in this big new dock has been going on for months, under the supervision of Naval Constructor Bowles of the navy yard. All that is visible in one of these docks is the lining of timber altar pieces and the floor timbers.

These are bolted upon big timbers which lie along the bottom or rise at the sides of the dock like the frame of a ship. These timbers in turn are secured to pilings to keep them in place. The bottom of the dock is made tight, not only by the timber work, but by means of about five feet of concrete, and this last also helps to prevent the forcing up of the floor by pressure of the outside water when the dock is empty. Along the sides the stepped altar pieces do not prevent the inflow of water. It was through the cracks between these that the first great leaks occurred. The water poured in for a distance of 150 feet or more back from the caisson gate.

The Waishes, who built the dock, declared that the leak was probably along the line of a lot of old stone-filled crib work which had been covered in there when the ground was filled in years ago. It was thought by some that the water came from an old brook that had been blocked up by the filling. Mr. Bowles concluded that the leaks were from under and about the mouth of the dock, and when the work of making the repairs was put unreservedly into his hands he began his operations in that neighborhood. He found great defects in that part of the work, and these he has repaired. The work was done at a great disadvantage, inasmuch as there was unstable mud land full of rubbish, to work in, and besides this he had to operate among the work already put down. The ground was so mobile that when one piece of work was thought to be finished and others were begun it would be discovered that lines of sheet piling had shifted out of place and had to be either strengthened or new lines driven. Great bodies of loose soil had to be taken out and replaced with concrete or puddled clay. In these ways, following up leak after leak, the repair work has proceeded. After the bigger leaks had been secured, little ones either developed or were found. The work of tracing these to their sources was slow and costly. Oil was one of the most useful things in making these tests.

The last test of the dock was made on Saturday, when it was found that a leak admitting a stream about as big as one's little finger was all that was found. Another test was in progress yesterday, but the dock was not emptied until night. At this test the caisson was against the inner grooves, instead of the outer ones, the purpose being to see if the leak might be in the floor of the mouth of the dock between the grooves. It is understood that the navy yard authorities look upon the dock as practically ready for a fe use at any time, out that as long as its use is not imperatively needed Mr. Bowles will be allowed to continue his work of repairs until he is satisfied that the dock is as perfect as such a one can be made. At the present time, it is said, the dock is perfectly safe for use, and that there is little danger that the leak which now exists would grow any bigger, even if the dock were put into continuous use at once.

Looking at the dock as it is now, with triple rows of piling driven across its mouth and these woven together and filled in between to make a complete dam, one who is not an expert wonders how it would be possible to use the dock except after months of work. It is asserted by the navy yard authorities that in an emergency the dock could be ready for use in two or three days. Sticks of dynamite could be laid along the rows of piles, and these would cut the piling off almost as closely as a saw would do it. Were the dock wanted at a little longer notice, the piling would be sawed off, and it is in that way that it will eventually be cleared away. This work is already under contract.

As soon as the big dock is ready for use the navy yard officials will begin to figure upon repairing timber dock No. 2, which is in such a bad condition that a board recently reported that it was actually unsafe to use. The trouble there, however, arises from age, and not from leaks.

In striking contrast with these two docks stands dock No. 1, built of granite, and there are many officers of the navy who declare that such an important thing as a dry dock should never be built of anything except such lasting materials as granite or concrete. In these docks instead of trusting to a row of sheet piling all around the dock to prevent leakage, such a row is put down at first to work within and afterward a stone or masonry wall is built all about within it on a suitable foundation. Then within this again, and forming the altar steps on the inside, another heavy wall, shored both ways, is laid, also on a solid foundation, while between the two walls is a drainage channel.

There are other cities who declare that the big dock ought not to have been built at the navy yard in Brooklyn at all, because of the badness of the ground there, but these forget that a dry dock is merely one tool for the repairing of ships and that it can be most serviceable where it is connected with the most complete set of other tools and appparatus. In this respect the navy yard in Brooklyn is superior to any other in the country, and none will ever be able to compete with it so long as New York holds her place as the commercial centre of the country. Deep water here, too, has much to do with the superiority of this yard. At Norfolk, Va., is the second best navy yard of the country, but it has a dredged channel which is too shallow for the heavier draught boats to get through safely. The navy yard authorities declare that there was no mistake in building the big dry dock here, but that it was a mistake to build it cheaply of timber instead of durably of stone and concrete.

FUNDS FOR THE RED CROSS.

Contributions Coming In and the Auxiliaries Actively at Work.

Secretary Faure of the Red Cross Relief Committee received the following contributions yesterday:

D. O. Mills, New York	$5,000
Miss Laura L. Taylor, Hempstead, L. I.	30
Mrs. W. P. Morrill, 818 West Eighty-ninth street	5
Robertson Trowbridge, Union League Club, and George Schmitt, foot East Fifty-seventh street, through Miss Alice D. Babcock, Auxiliary No. 19, $25 each	50
Mrs. G. Schwab, Morris Heights	20
Miss Caroline W. Green, Tenafly, N. J.	10
Columbia University Red Cross Auxiliary (second contribution)	10
L. H. Schwab, 101 Lawrence street	5
Thomas H. Hubbard, 54 Wall street	100
Mrs. William Alexander Smith, 412 Madison avenue	5
Total	$5,285

The Women's War Relief Association has received a letter from Surgeon-General Sternberg thanking it for the carbonating plant and electric fan equipment furnished for the hospital steamer Relief. The carbonating plant cost $1,900 and the electric equipment $375.

The Soldiers and Sailors' Families' Protective Association has planned a mass meeting in Carnegie Hall for the first week in July. W. Bourke Cockran has consented to be the orator of the occasion.

Owing to the enlarged scope of the work undertaken by the Ice Plant Auxiliary of the Red Cross, the auxiliary has added to its membership an executive committee comprising many well-known people who will enter the work with the enthusiasm that has made all the undertakings of the auxiliary successful. The auxiliary has received a requisition from the Red Cross for two ice plants, to be delivered as soon as possible. The cost of these will be in the neighborhood of $4,000, and the auxiliary appeals to the public of the United States to assist in raising this sum by sending subscriptions to the assistant treasurer, Miss Helen Van C. de Peyster, 7 East Forty-second street.

Yale's Artillery Battery's Ranks to Be Filled.

NEW HAVEN, Conn., June 20.—The Yale artillery battery, known officially as Battery A, Connecticut Light Artillery, will have its ranks filled out at once, and will be sent to Camp Alger. Fifty men will be added to the ranks, making a total of 110. A recruiting station has been opened at Yale, and there is a rush to secure places in the ranks. The Yale examinations close to-morrow and enlistments may be brisk.

Cuban Navy Will Probably Sail To-Morrow.

The Cuban Junta's naphtha yacht Alfredo was examined yesterday morning by Government inspectors, and when their report is approved at Washington the yacht will be allowed to sail. Capt. O'Brien said yesterday that he expected to start south to-morrow morning.

RUSSIAN ATTITUDE TOWARD US.

As Understood by a Russian Journalist Who Has Just Arrived Here.

The *Novoe Vremya* of St. Petersburg, has sent here as its special commissioner S. N. Syromiatnikoff-Sigma, who is to write of the war and of the attitude of the United States toward other nations, especially toward Russia. Asked yesterday of Russia's attitude toward us the *Novoe Vremya's* commissioner replied:

"The present attitude of Russia toward the United States can be exactly described by the words 'friendly neutrality.' Russia does not have the slightest wish to encourage Spain, but considering the immense superiority of the American forces Russia does not see the need of offering the United States her assistance, as she has done when England was attempting to bring about the disruption of the American Union.

"Yet if such is the position of the official Russia, the Russian people, and particularly the cultivated classes, do not lose out of sight that the American people have now assumed the same noble task in favor of the Cubans as that we accomplished twenty years ago for the benefit of Bulgarians. Therefore, the natural sympathies of the Russians would be with the efforts of the Americans to liberate an oppressed people.

"On the other hand, it cannot be denied that a most painful impression has been produced on the Russian public opinion by the language of a part of the American press advocating an Anglo-American alliance against Russia in the Far East. Should the American nation follow such advice there is no doubt that it would be deeply resented by the Russian nation, which is determined not to yield one inch of her legitimate position on the shores of the Pacific.

"Fortunately, the admirable good sense and the clear-headedness of the Americans do not admit of the possibility of their adopting such a policy. In the Far East England and the United States, as the two greatest industrial nations, are natural competitors, struggling for a predominance in the Chinese markets. The part of Russia in Manchuria and Corea, as well as in China, is that of a protector of less civilized peoples which, by their origin and history, are nearer to us than to Western nations. It is generally recognized that Russia has occupied Port Arthur merely in order to counteract the pernicious consequences of Germany's violent seizure of Kiao Chou. Russian policy in the Far East ought to be particularly applauded by the Americans, for it creates a boundless field for American enterprise. At present important orders of every kind are being made for the Russian army and navy of East Siberia in the United States, and even provisions for Russian troops are being sent from San Francisco. Undoubtedly the development of Russian influence in Manchuria will open a considerable area to American trade and industry. The only necessary condition of fully profiting by these most favorable prospects is the cessation of playing at a policy which might alienate an old and trusty friend without being able to transform a natural and traditional opponent into a disinterested ally."

THE NEWS IN PEKIN.

Impressions of Americans—Important Bearing on Our Interests in the Orient.

PEKIN, May 13.—We have had the news now for a week of Dewey's achievement at Manila. Details, of course, are still wanting, near as we are to the scene. It is impossible for our countrymen at home to appreciate what this means to their interests here or what their approaching victories in the Atlantic are going to do for American prestige in China and Japan. Already the whole aspect of the United States as a nation, as a political force, as a something impossible to be reckoned without, has been completely changed. We are exalted to a new and unlooked-for altitude, and in the degree of our new consideration we must henceforth measure our value and our influence. It would be hard to overestimate the practical importance to us of this changed condition. It will affect our commercial interests in this hemisphere in an extraordinary degree, and in the determination of China's destiny it will be seen that we cannot be ignored.

To the Asiatic, and in a great degree to the Caucasian dweller in this part of the world, the United States has never stood for more than a noun of multitude, and in its present attitude it is almost as much of a surprise as Japan was when it declared itself a modern power and proved it.

That we have entered upon a new era in our history is very evident to every American officially or transitorily stationed out here, and there is none such that does not feel it and pardonably exult in it.

ASTOR BATTERY REACHES CAMP.

Curiosity in San Francisco to See It—Gen. Merritt's Plans for Sailing.

SAN FRANCISCO, June 20.—The Astor mountain battery arrived here this morning and attracted a great deal of attention. The ferry building was filled with women, mostly in bright and pretty summer costumes, who had come to see it, and the Iowa band was on hand to greet the newcomers. The crowds inspected the bright and shining guns, agreed that the men were a soldierlike set, admired the new uniforms, but noticed that comparatively few had the red stripe down the legs of the trousers to show they belonged to the artillery. The men were fully equipped for marching, and had their knapsacks on their backs and pistols at their hips. They appeared to be in excellent spirits. At 9 o'clock the trumpet sounded, the men took their places by their guns, and with their guidon of red silk and gold fluttering above them began their march to Camp Merritt. Crowds were gathered all along the line of march and the outfit excited much curiosity.

Another draft of 151 men for the Fifty-first Iowa arrived this morning under the command of Lieut. Theodore Dangerfield. They left Des Moines on Thursday and had a pleasant trip. They have not yet received uniforms or arms. The 300 recruits for the Minnesota regiment came in this afternoon.

Gen. Wesley Merritt will probably sail with the next expedition for Manila, leaving Gen. E. S. Otis to manage the departure of the fourth expedition. He has made no announcement that he will do so, but quarters have been reserved for him on the steamer Indiana. Should he conclude not to go on the Indiana, he is almost certain to sail on the cruiser Philadelphia, which has been ordered to get ready for sea at once and await orders to sail for Manila.

The Indiana is receiving coal. The Morgan City has been coaled and is ready to receive stores. The Ohio is receiving both coal and freight. Nothing is being done on the Valencia, though the army officers say she is to form part of the third expedition. Considerable work will have to be done on her before she can be made ready. The City of Para arrived this evening and is receiving freight, while at the same time the work of fitting up the sleeping quarters of the men is progressing rapidly. The Newport docked about 12:30 P. M. to-day.

Shipload of Coal Sent to Dewey.

PHILADELPHIA, June 20.—The first cargo of coal ever shipped from Philadelphia to the Philippine Islands left here to-day for the aid of Admiral Dewey's fleet, on board the British ship East Lothian, which completed loading at Port Richmond early yesterday morning. The East Lothian is in command of Capt. McFarlane, and will, under ordinary circumstances, reach her destination by the middle of October. Heretofore the Philippine Islands have received their coal supply from Japan and New South Wales. Other cargoes will follow.

Transport Hudson Sails for Fernandina.

NEW ORLEANS, June 20.—The U. S. Transport Hudson, Capt. Halsey, sailed this morning for Fernandina, Fla. She has bunks for 1,000 men between decks and a water supply of 22,500 gallons.

Constipation And all its effects are promptly cured by Hood's Pills easily, thoroughly, and perfectly. 25 cents.

GROWL OVER THE BEER TAX

RETAILERS ANGRY BECAUSE BREWERS PASS IT ON TO THEM.

They Talk of Starting an Independent Brewery and Making Their Own Beer—Brewers Refused to Give Them Even a Hearing—Withers of Consumers Are Unwrung.

Rumors of war between the brewers and the retail liquor dealers over the war tax on beer are rife in all the saloons of the city, where since the 15th, when the tax went into effect, the increased price of beer to the retailer and the consequent decrease in profit have been the chief topic of discussion. To charge more than 5 cents a glass would be an innovation which the public would resent, the saloon men say, and as there will be no general movement toward decreasing the size of the glass the public will not suffer. There may, however, be a combination by saloon keepers resulting in the starting of new breweries as a revenge against the brewers for declining to stand their share of the increased price of beer.

When the law went into effect raising the tax on beer from $1 to $2 a barrel representatives of the National Liquor Dealers' Association went to the National Convention of Brewers' Associations, held at Atlantic City last week, and asked permission to present the side of the retail trade on the tax question. The request was positively refused. This was taken to mean that the retailers would have to stand all the tax, representing in first-class saloons from $1,000 to $4,000 annual loss. The *Liquor Trades Review*, in an article to be published to-day, wherein the brewers are referred to in uncomplimentary terms as "barons," will say:

"The action of the brewers in dealing with this matter has been such as to engender bitterness. The retailers do not believe that they should be expected to pay the whole of the extra dollar, and consequently they showed a willingness to compromise, and, perhaps, meet the brewers half way, although they can poorly afford to do even that. The brewers have decided that the retailers shall bear the burden of the tax, and leave it to them to exact it as best they can from their patrons. In making this known to their customers the brewers have intimated that the whole dollar shall be charged against the retailer, although they themselves get a stamp rebate from the Government.

"In New York the brewers have a pool—which is contrary to law, by the way—so that even the retailer who is not mortgaged and who is independent cannot get his beer cheaper by making a change. There are some producers, of course, who are not in this combine, but they are few, and consequently the range to choose from is narrowed. In these circumstances, some of the leading dealers in the metropolis have decided to try what the brewers in Milwaukee and elsewhere will do for them. Another suggestion is that the retailers either buy or erect plants of their own."

Andy Horn, whose saloon at the bridge entrance does probably a larger beer trade than any other place in town, said yesterday that the brewers were acting unfairly in making the retailers stand the entire tax.

"Every one of the first-class breweries that I know of," said he, "has raised the price of beer $1 a barrel, and there is no increase in discount to offset this. That means a loss of $4,000 a year to me, and, taking it throughout the city, means hundreds of thousands of dollars lost to the retail trade annually. We can't make the public stand the difference by charging more or giving less beer, for that would result in loss of custom. The only way I can see is for the saloon keepers to start up breweries of their own. If I can find half a dozen reliable retail liquor dealers to go in with me, I'll start a brewery myself. In the case of bottled beer we have to stand the loss just the same, and the price has been raised from 90 cents a box to $1 a box, but that doesn't amount to much, as the principal trade is in draught beer. One good effect of the new tax will be to close up a number of the lower grade saloons. The breweries that make beer out of everything but malt and hops will still be able to keep going, even though they pay half the tax, as I understand some of them will do."

Another saloon keeper said that he knew of a number of saloons preparing to close because of the tax. The claim of the brewers is that they cannot sell first-class beer at a less price than is now asked for it.

HOBSON'S BROTHER AT WEST POINT.

Cadets of the First Class to Start This Morning on a Practice March.

WEST POINT, N. Y., June 20.—The first class of cadets at West Point, under the command of one of the tactical officers, will start on a practice march to-morrow morning. They will go mounted as cavalry with all field equipments, including shelter tents. They will carry one day's rations and will be taught how to prepare and cook the food for themselves. On the march they will act as if in the enemy's country. Scouts will be sent ahead, when camp is made pickets will be thrown out, and all precautions will be taken. They will be back by night. These marches will, it is thought, be of great benefit to the cadets, and teach them in a practical way the duties of soldiers in the field. They will be obliged to pack their own saddles and take care of their own horses.

James Marcellus Hobson, Jr., of Greensboro, Ala., brother of the hero of the Merrimac, reported to the Adjutant this morning and took the oath of allegiance to the Government. He is now a full-fledged cadet.

The full list of cadets who passed their examinations last March and reported here to-day is as follows: Stephen Abbot, Illinois; Sigmund Selig Albert, Pennsylvania; Olan Cecil Aleshire, Illinois; Charles Martin Allen, Ohio; Dean Alvord, Pennsylvania; William H. Amerine, Alabama; Stephen Moody Barton, Wisconsin; Oscar Lyle Booz, Pennsylvania; Walter Osgood Boswell, Georgia; Robert Emlen Boyers, Ohio; Mark Brooke, Pennsylvania; Wade Hampton Carpenter, South Carolina; Adam Floy Casad, Kansas; Charles Bryant Clark, Kentucky; William Mechling Colvin, Pennsylvania; William Henry Cowles, North Carolina; William Morgan Davis, Georgia; John Riordan Doyle, Pennsylvania; Victor Sidney Foster, Texas; Laurence Verney Frazier, Wisconsin; John Francis Franklin, Tennessee; Samuel Frankenberger, West Virginia; John Maury Gibert, Mississippi; John Knowles Herr, New Jersey; Frederic William Hinrichs, Jr., New York; James Monroe Hobson, Jr., Alabama; Harry Lunsten Hodges, Virginia; William Herbert Horton, Jr., Tennessee; Charles Howard Jennings, Connecticut; Traugott Francis Keller, New York; Frank F. Longley, Michigan; Birchie Oliver Mahaffey, Texas; William Alexander McCain, Mississippi; William Augustus Mitchell, Georgia; Gad Morgan, New York; John E. Munroe, Massachusetts; David Waterson Norton, Kansas; Edward Lindsay Oldham, Tennessee; John Cargill Pegram, Virginia; Robert Ross Ralston, Pennsylvania; Samuel Wilson Robertson, Mississippi; James Andrew Shannon, Minnesota; Philip Henry Sheridan, at large; Ralph Joshua Sprague, New York; Gilbert Henry Stewart, New York; James Batrop Stubbs, Jr., Texas; Henry Taft Strong, Massachusetts; Joseph Fulton Taulbee, Kentucky; Charles Telford, Utah; Orville Norris Tyler, Maryland; George Whitford West, Tennessee; Walter K. Wilson, Tennessee.

Wants 15,000,000 Internal Revenue Stamps.

PHILADELPHIA, June 20.—For the internal revenue district comprising Philadelphia and the eastern counties of Pennsylvania, it was announced to-day, it will require 15,710,000 stamps, chiefly in denominations of ¼, ½, ⅝, 1, 1½, 2, and 2½ cents, to meet the supply for two months. A single application was made from snuff manufacturers for 1,060,048 adhesive stamps of the smaller denominations. Heavy applications were made to-day from proprietary chemists and tobacconists, and several large orders were received for check stamps.

3 grades—Blue

Serge Suits,

$12, $15, $18,

(either double or single-breasted Sacks).

The perfection of cut and fit.

☞ Silk lined, $18 & $20.

HACKETT, CARHART & CO. { Broadway, Corner 13th, Corner Canal, Near Chambers.

NAMES FOR NEW WARSHIPS.

A New Battleship Maine—A Torpedo Boat Named After Bagley.

WASHINGTON, June 20.—Secretary Long today issued the following order:

"The vessels authorized by the Naval Appropriation act approved May 4, 1898, are designated by numbers and names, as follows:

"Battleships—No. 10, Maine; No. 11, Missouri; No. 12, Ohio.

"Monitors—No. 7, Arkansas; No. 8, Connecticut; No. 9, Florida; No. 10, Wyoming.

"Torpedo Boat Destroyers—No. 1, Bainbridge; No. 2, Barry; No. 3, Chauncey; No. 4, Dale; No. 5, Decatur; No. 6, Hopkins; No. 7, Hull; No. 8, Lawrence; No. 9, Macdonough; No. 10, Paul Jones; No. 11, Perry; No. 12, Preble; No. 13, Stewart; No. 14, Truxton; No. 15, Whipple; No. 16, Worden.

"Torpedo Boats—No. 24, Bagley; No. 25, Barney; No. 26, Biddle; No. 27, Blakely; No. 28, De Long; No. 29, Nicholson; No. 30, O'Brien; No. 31, Shubrick; No. 32, Stockton; No. 33, Thornton; No. 34, Tingey; No. 35, Wilkes. Nos. 22 and 23 are the Somers and Manly, recently bought complete. The gunboat authorized by said act, which is No. 16, will be named hereafter."

On bestowing names of States on the monitors to be built under the authority given by the Naval Appropriation bill, Secretary Long has inaugurated a new policy in naval nomenclature. Indian names were given nearly all the monitors constructed during and immediately after the civil war, while the larger craft of that type laid down in the 70's were christened without regard to any rule. Thus the war-time monitors have such names as Mahapac, Wyandotte, and Comanche, while those of later date include the Puritan, Terror, Amphitrite, Monadnock, and Miantonomoh. The only monitor or coast defence vessel of the new navy is the Monterey, finished at San Francisco in 1891, and named after a battle of the Mexican war. In selecting Arkansas, Connecticut, Florida and Wyoming for the coast defence armorclads to be built in the future, Secretary Long yielded to the great pressure of Senators, Representatives and other prominent men to honor the States in which they reside in the bestowal of names on war vessels. Heretofore only battleships have been called after States. This is in accordance with a law of Congress, which, however, in its reference to vessels of other types, is very defective.

All cruisers of the new United States Navy have the names of cities, and the gunboats are divided between the smaller cities and battles in which the American forces were victorious, with the exception of the Petrel, the Dolphin, the Vesuvius, and the Bancroft. In calling two of the new battleships the Ohio and the Missouri, Secretary Long followed the general law, while the Maine was named specifically in the bill authorizing her construction.

The torpedo-boat destroyers, for which names were selected to-day, are the first of the American Navy, and in calling them in honor of naval heroes Mr. Long has followed the rule he established with regard to torpedo boats previously constructed.