WORK OF THE SIGNAL CORPS

BUSY RESTORING COMMUNICATION WITH CUBA AND PORTO RICO.

Regulations Issued Governing the Transmission of Messages as Far as the United States Is Concerned—Other End of Line to Havana Is Still Beyond Our Control.

WASHINGTON, Aug. 15.—The work of the Signal Corps of the army, under the conditions arising in the present war, has been greatly extended and increased, and one of the problems the War Office and Congress have before them is that of rearranging the corps so as to retain its effectiveness in time of peace. At present the corps consists of about 110 officers and 2,200 enlisted men. In addition to their duties in connection with the Signal Service proper, such as the establishment and maintenance of communication in and with the several armies in the field by telegraph, telephone, balloon, heliograph and banners, all the labor of installing electric plants has been devolved upon it. Military authorities and Congress, too, it is believed, have come to the conclusion that it is impossible to make everything of the private soldier. His adaptability has been manifested in numerous marvellous ways, but it is admitted generally that he cannot be an electrician without some preliminary training and instruction. A reorganization of the corps as a feature of the regular army is looked for on the basis of about 25 officers and 500 enlisted men.

Just now Gen. Greely and his staff are busy with the matter of restoring communication between Porto Rico and Cuba and the outside world. A somewhat confusing condition exists which is not appreciated nor understood generally, and which bothers the officials at times by its perplexities. The blockade of the Cuban and Porto Rican ports has been raised, the clearance of vessels bound from American ports thereto has been authorized by the Treasury Department, and the cable lines have been opened, with some exceptions, to public business. Inquiries relating to the transmission of messages and the sailing and safety of vessels and passengers constantly come to Gen. Greely and his assistants. A circular has been issued setting forth the regulations governing the transmission and receipt of messages as far as the United States is concerned, but the other end of the lines is still beyond our control.

"What a correspondent may send to his paper from Havana, for instance," said Gen. Greely to-day, "depends altogether upon what Gen. Blanco says. The United States has no more authority in Cuba than it had a week ago. But I imagine there will be no objection raised by the Spaniards to anything which is not offensive to them or to the people of Cuba. As far as the United States Government is concerned nothing will be withheld at this end of the line that is not flagrantly offensive or that does not tend to embarrass the progress of negotiations for the settlement of the troubles in those islands and the withdrawal of the Spanish troops. As to the safety of Americans, and especially of newspaper men, concerning which many inquiries are made, I can only say that I suppose and believe that neither Gen. Blanco and his officers, nor the people of Havana and Cuba, will do anything or permit anything to be done that will endanger the peace or life of Americans who may choose to go there."

"Will you have a line open to San Juan soon?"

"I do not expect," answered the General, "that any additional facilities will be constructed by our men. An armistice, I take it, means a cessation of hostilities and maintenance of the status quo during its continuance. I have wired Col. Allen twice within the past five days, but have heard nothing from him."

SHAFTER'S SANITARY REPORT.

Number Fever Cases Aug. 15, 1,506; New Cases, 226—List of Deaths for Three Days.

WASHINGTON, Aug. 15.—Adjutant-General Corbin received the following sanitary report from Gen. Shafter:

"SANTIAGO DE CUBA, Aug. 15, 1898.

"Sanitary report for Aug. 14: Total number sick, 2,715; total number fever cases, 1,506; total number new cases, 129; number fever cases returned to duty, 226.

"Deaths—Aug. 11: Corporal Marion Ames, Company H, Second Massachusetts, typhoid fever; Private Charles H. Blake, Company G, Second Infantry, malaria, remittent fever, complications, diarrhœa; Private John O'Connor, Company K, Seventy-first New York, malarial remittent fever.

"Aug. 12: Private John Mandig, Company K, Sixteenth Infantry, malarial fever, dysentery; Private Ernst Smith, Company F, Tenth Infantry, malarial fever, diarrhœa, epilepsy; Private William H. Clang, Company A, Tenth Infantry, malarial fever and debility.

"Aug. 13: Private Frank Boyer, Company A, Twentieth Infantry, typhoid fever; Private Arnold Geisman, Company K, Seventy-first New York, remittent fever and anæmia; Private Hurbert Hill, Troop B, Tenth Cavalry, yellow fever; Private James W. Hamilton, Troop B, Third Cavalry, yellow fever; Private Socrates Maupin, Company G, First District of Columbia, typhoid fever; Private Thomas H. Welsh, Company L, Ninth Massachusetts, asthenia; Private J. M. McNamara, Company K, Ninth Massachusetts, pernicious malarial fever.

"Aug. 14—Private Joseph W. McFadden, Company G, First Cavalry, typhoid fever; Private Frank P. Meadows, Company D, Sixteenth Infantry, septicæmia from chronic dysentery; Lewis F. Wick, Company G, Thirty-third Michigan, yellow fever; Private Frank Burton, Co. L, Thirty-third Michigan, yellow fever; Private Jacob P. Phillips, Company E, Twenty-fourth Infantry, yellow fever; Private John E. Grigg, Company I, First Illinois, typhoid fever; Corporal Robert Anderson, Troop E, Tenth Cavalry, yellow fever; Private Ernest Johnson, Troop F, Tenth Cavalry, yellow fever; Private Walter Gibman, Company F, Twentieth Infantry, measles. SHAFTER, Major-General."

Gen. Shafter cabled the departure at 4 o'clock this afternoon of the steamer Olivette with 203 sick on board. She will go to Fort Monroe.

TRANSPORTS TO BE RELEASED.

The Government Will Retain Thirteen on the Atlantic and Two on the Pacific.

WASHINGTON, Aug. 15.—The War Department will release the transport vessels chartered by the Government early in the war as soon as the Santiago troops have been transported to Montauk Point.

The department will still retain the services of thirteen ships on the Atlantic and two on the Pacific, which were purchased outright by the Government. The total number of ships chartered and bought by the War Department during the war was sixty-six.

The steamships which the War Department will have on the Atlantic are the Obdam, Mohawk, Knickerbocker, Vigilancia, Mississippi, Mobile, Massachusetts, Michigan, Roumanian, Berlin, Manitoba, Gypsum King, Minnewaska and Chester. Those on the Pacific are the Arizona and Scandia. The thirteen ships on the Atlantic will answer all the purposes of the Government in transporting troops to Cuba, for it is not likely that an exigency will arise compelling the rapid landing of armed forces in the island.

YOSEMITE LEAVES HAMPTON ROADS.

Her Crew Probably to Be Mustered Out at League Island.

NORFOLK, Va., Aug. 15.—The auxiliary cruiser Yosemite, Commander Emory, sailed from Old Point this afternoon. She passed the Capes outward bound at 5:35 o'clock this evening. It is said that she will go to the League Island Navy Yard at Philadelphia, where her crew of Michigan naval reserves will be mustered out. Orders were left at Old Point to forward mail and telegrams to League Island. The refrigerating ship Glacier also sailed to-day. She passed out one hour later than the Yosemite.

Jiminez Sapatero, known as Capt. Jiminez, who was captured on the steamer Panama and incarcerated in Fort Monroe, was released to-day by order of the Assistant Secretary of War and immediately left Old Point. Mr. Sapatero is said to be a merchant, sometime a resident of Bayonne, Jersey City, it is believed that he was mistaken for that Capt. Jiminez recently tried in Florida. He is now believed to have not been connected with the Spanish Government in any capacity.

OUR AUXILIARY WARSHIPS.

A Board to Be Appointed to Report on Which Shall Be Retained and Which Sold.

WASHINGTON, Aug. 15.—The disposition of the great fleets of auxiliary ships that have so materially added to the strength of the regular naval force during the war is to be undertaken at once by a special board appointed by the Navy Department, which is instructed to report on the advisability of retaining certain classes and types of vessels in the permanent branch of the service, with recommendations as to the course to be pursued in disposing of the others. This board will be appointed either to-morrow or the next day and will be composed of some officer of high rank as President, and probably have in its membership others of the engineering and construction corps, as these two bodies have asked that representations be given them. The great work of finally settling which ships will be useful for retention and the quickest and most advantageous means for disposing of the remainder will be an undertaking, the officials anticipate, far greater than that in adding the various craft to the navy at the beginning of the war. Many of the swiftest auxiliary cruisers now employed in the South will probably form a part of the regular service as a result of the department's intention to retain a large number of all types of vessels.

The finest ships of the auxiliary force are the four Morgan liners, now manned by the naval reserves of New York, Boston, Baltimore and Detroit, and every one of these will probably be attached regularly to the navy. Their high speed and great steaming radius, with coal-carrying capacity larger than that of any of the modern cruisers, are advantages and recommendations in favor of the retention of these ships. The special board will probably hold its session here, where all the data necessary for judging of the adaptability of every vessel purchased for the war is at hand, having been secured at the time the vessels were bought.

The probability that the Government will not find use for more than half a dozen of the yachts on hand will throw on the market some of the fastest and most luxuriously fitted out craft afloat, which may have to be sold at considerably less than was paid for them four months ago. The colliers, which were sold to the Government at prices fixed by their owners, will in nearly all instances be retained, as well as the several distilling ships, the hospital vessel Solace, the repair ship Vulcan, and perhaps several of the provision vessels which the naval officials expect to find use for in transporting supplies to large fleets out at sea on evolutions and when off in West Indian waters during the winter on annual cruises. The tugs will all be sold, except those that the department will find use for at naval stations. The many little vessels employed in the coast patrol will also be sold, as well as some of the ships purchased but never made mush use of.

TROOPS FOR MANILA HELD UP.

No More to Be Sent Until Gen. Merritt Says He Needs Them—Regulars to Go to Hawaii.

WASHINGTON, Aug. 15.—Gen. Merriam, commanding the Department of California, has been directed to hold the transports Scandia and Arizona at San Francisco until further orders. The troops are already on board ship, but the vessels will not be allowed to sail until the department shall have received a message from Gen. Merritt in reply to the inquiry whether more forces are needed in the Philippines. It is probable, if Gen. Merritt sends word that no more troops are needed, that the Arizona and the Scandia will still be sent with cargoes of supplies for the forces which have already gone to Manila.

The War Department will soon detail one of the regiments of the regular army to take permanent station at Honolulu. It is the intention to keep the First New York Volunteers in Hawaii a short time only, for Honolulu will become a regular military post and at least a full regiment of regular infantry, some artillery, and possibly two or three troops of cavalry, will form the garrison. When the First New York is withdrawn the regiment may be brought back to the United States or it may be sent to Manila, depending on circumstances at the time.

The 160th Indiana, Third Kentucky and Fifth Illinois, now at Newport News, where they expected to embark for Porto Rico, have been temporarily ordered into camp at Lexington, Ky., where a number of the Chickamauga troops are going. The first two regiments belong to Gen. Fred Grant's brigade of the First Army Corps.

MILES'S FAMILY TO JOIN HIM.

General's Wife and Daughter Expect to Sail for Ponce on Thursday.

Mrs. Nelson A. Miles and Miss Miles, wife and daughter of the Major-General commanding the army, are at the Holland House. They came to town from Amagansett, L. I., on Saturday, to make arrangements to go to Porto Rico. Gen. Miles telegraphed to his wife as soon as he was informed of the signing of the peace protocol, asking her and Miss Miles to join him at Ponce. Mrs. Miles took it for granted that a transport would be leaving New York for Ponce shortly and came here to find out the sailing date.

Inquiry yesterday afternoon of Col. Amos S. Kimball, Deputy Quartermaster-General here, brought out the fact that no transport is scheduled to sail from here for Porto Rico. Col. Kimball found out, however, from the Quartermaster-General that the Obdam, purchased by the Government from the Holland-American line, will sail from Charleston for Ponce on Thursday afternoon. Mrs. Miles finally decided to sail by the Obdam, and the Quartermaster-General directed that quarters be reserved on the transport for her and her daughter. Mrs. Miles telegraphed to her husband yesterday afternoon of her intention to sail by the Obdam, and, unless the original order of her chief is countermanded, she and Miss Miles will leave for Charleston this afternoon.

SAID HE WAS A DESERTER.

Death in Jacksonville, Fla., of Private Schaefler, Who Left the Sixty-ninth.

JACKSONVILLE, Fla., Aug. 15.—Private Schaefler of the Sixty-ninth New York Regiment, now at Fernandina, died in the hospital of this city yesterday afternoon. Schaeffer was found at the railroad station in the morning in an unconscious condition. He was immediately taken to the City Hospital, where every effort was made to relieve him, but he only recovered consciousness for a few moments, during which time he said that he was a deserter from the Sixty-ninth New York. He left camp at Fernandina a week ago, and while travelling to this city contracted the fever which proved fatal to him.

A WELCOME FOR THE BROOKLYN.

Citizens of the Borough Across the Bridge Meet To-Day to Make Plans.

Col. George A. Price, secretary of the committee which had charge of the presentation of the $10,000 silver service to the cruiser Brooklyn after she was put in commission, has issued a call for a meeting of the committee at the Oxford Club, in Lafayette avenue, at 4:30 this afternoon. The purpose of the meeting is to arrange for a fitting welcome to the cruiser on her arrival from Cuba. A public reception to the officers at the Academy of Music will probably be included in the ceremonies.

NAVY BUYS ORDNANCE INVENTIONS.

Pays $200,000 for Exclusive Right to Use Certain Mechanism for Lighter Guns.

WASHINGTON, Aug. 15.—A contract was signed to-day with Vicker's Sons and the Maxim Company of Great Britain, whereby the Navy Department purchases the exclusive right to use in this country certain important ordnance inventions adapted to the lighter guns of the service. The cash price paid was $200,000, and secures the plans and specifications for certain proprietary ordnance rights, including the screw and breech mechanism known as the Welin Block, that can be applied to all guns from 3 to 8 inch inclusive. This mechanism does not increase the rapidity of fire of these guns, but is said to considerably improve the facility with which they can be manipulated. This is the first important ordnance invention yet purchased from abroad for the navy, and may be followed by others which the Ordnance Bureau is said to be considering.

M. Cambon Visits Washington's Tomb.

WASHINGTON, Aug. 15.—M. Cambon, the French Ambassador, accompanied by the members of his staff, visited the tomb of Washington at Mount Vernon to-day.

THE AMERICAN SEA POWER.

LESSONS OF THE WAR DRAWN BY THE LONDON TIMES.

The War With Spain an Inevitable Result of the Growing Sea Power of the United States—Porto Rico Was Lost to Spain After Cervera's Defeat Even Though No Land Battle Had Been Fought.

Special Cable Despatch to THE SUN.

LONDON, Aug. 16.—The *Times*, in a leader under the title of "The Sea Power of the United States," holds that sea power was the original cause of the war, and a governing factor from first to last. It says:

"The sea power of the United States is not a craftily prepared instrument of vulgar aggression, but is the natural and largely unconscious expression of the deeper impulses of a nation bent on fulfilling its destiny.

"Nothing but a miracle could have averted an ultimate collision growing out of the sea power of the United States with the waning empire of Spain.

"The United States has at last become conscious of her sea power, her appointed heritage, whether for weal or woe."

Criticising the past campaign, the *Times* maintains that "sea power is essentially offensive. It is essentially the embodiment of Farragut's pregnant saying: 'The more you hurt the enemy the less likely he is to hurt you.'"

Naval defensive was not wanted and military offensive was as little wanted. The moment Cervera's fleet was destroyed the war was practically at an end, and Gen. Shafter's occupation was gone.

"Porto Rico fell as legitimate spoil to the victorious naval power. It would have fallen all the same if Gen. Miles had never invaded it.

"By sea power alone the transmarine empire of Spain has been undone. By sea power alone, by the spontaneous, almost fortuitous return of a maritime race to its native element the transmarine empire of the United States has been inaugurated.

"The result is a lesson to all the powers which cherish transmarine ambitions. That lesson can hardly be discerned yet. The foresight of the statesman, the insight of a philosopher, even the imagination of a poet might well be taxed to read it aright, for it can hardly be that the collapse of the historic empire of Spain and the fulfilment by the United States of her imperial destiny, foreordained by the genius of her people to be expansive, but not aggressive, will be unattended by consequences of vital moment alike to the Old World and the New."

WOLFE TONE'S MONUMENT.

An Enormous Crowd Turned Out in Dublin in Honor of the Irish Patriot.

Special Cable Despatch to THE SUN.

DUBLIN, Aug. 15.—There was an enormous concourse of people in Dublin to-day to take part in the ceremonies of laying the cornerstone of a monument to Wolfe Tone, the Irish revolutionist, in commemoration of his patriotic services in the rebellion of 1798.

An immense procession, headed by the Lord Mayor and Sheriff and including delegates from every part of Ireland and many foreign delegates, among whom were special deputations from Maine and Massachusetts, marched to St. Stephen's Green, where the foundation stone of the memorial was laid.

Speeches were made by John Dillon, M. P.; John E. Redmond, M. P., and others.

John O'Leary and C. U. O'Connell of New York were at the head of the procession. The day was observed in Dublin as a holiday, and nearly all the shops were closed. The display of American and French flags was large. The "Marseillaise" was one of the most popular airs played by the bands. James Stephens, the Fenian leader, rode in the procession in a carriage. The American, Australian and French delegates were the recipients of many cheers.

When Mr. O'Leary laid the foundation stone he used a silver trowel that had been sent for the purpose by an American grandchild of the Irish hero.

In the evening the Lord Mayor gave a banquet in honor of the foreign delegates at the Mansion House. Interest in the ceremony outside of Ireland is wholly historic.

JAGO TO BE EXTRADITED.

Britannic's Absconding First Officer Rearrested—Lucania's Steward Let Go.

Special Cable Despatches to THE SUN.

QUEENSTOWN, Aug. 15.—John W. Jago, the absconding first officer of the Britannic, who was arrested on board the steamer Lucania on her arrival from New York on Friday upon charges of smuggling and robbing the mails, was discharged by the Queenstown authorities to-day and immediately rearrested upon an extradition warrant. Detective Sexton will convey Jago to London to-day.

LIVERPOOL, Aug. 15.—Daniel Wood, steward of the steamer Lucania, who was arrested on the arrival of the steamer on Friday upon an extradition warrant charging him with robbery and smuggling, has been liberated on bail, the evidence against him being too slight to hold him for extradition.

ALL HANDS PERISHED SAVE TWO.

Loss of the American Bark C. C. Funk on Flinders Island in the Pacific.

Special Cable Despatch to THE SUN.

LONDON, Aug. 15.—A despatch to Lloyds from Hobart, Tasmania, says that the American bark C. C. Funk was totally wrecked on Flinders Island, and that Capt. Nessen and all his crew except Seamen Peterson and Krough were drowned.

TACOMA, Wash., Aug. 15.—The C. C. Funk carried 650,000 feet of lumber, valued at $4,950. She sailed on May 22 for Melbourne from Tacoma, and carried fifteen persons, including Capt. Nessen, his wife, and two children. The Funk was built at Marshfield, Ore., in 1882. She was of 582 tons burden and owned by R. W. Schultz of San Francisco. The crew was shipped at San Francisco.

PHENOMENAL HEAT IN EUROPE.

London and Paris Both Suffering—Torrential Thunderstorms Also.

Special Cable Despatch to THE SUN.

LONDON, Aug. 15.—Phenomenal heat prevails here and on the Continent. The mercury registers 87½° in Paris and 87° in London in the shade. The heat is intense throughout Germany.

Occasional torrential thunderstorms are reported, such as have occurred in the Russian Department of Plock, where twenty-three persons and hundreds of cattle perished and all the outstanding crops were ruined.

GREAT HARVEST IN RUSSIA.

It Is a Record One and the Work of Gathering It Goes On Day and Night.

Special Cable Despatch to THE SUN.

ODESSA, Aug. 15.—Harvesting is going on incessantly day and night. This year's crop is a record one for Russia. The demand for agricultural implements has been so great that the entire supply has been sold out. A number of new flour mills are being built.

LI HUNG CHANG AS ENGLAND'S FOE.

China, It Is Said, Will Be Asked to Dismiss Him as Too Friendly to Russia.

Special Cable Despatch to THE SUN.

LONDON, Aug. 15.—The Manchester *Guardian* understands that the Foreign Office proposes to demand from the Chinese Government the dismissal of Li Hung Chang, whose collusion with Russia is regarded as the foundation of the anti-British policy of China.

London's Mayor Can't Visit Us Now.

Special Cable Despatch to THE SUN.

LONDON, Aug. 15.—Owing to the illness of his wife, the Lord Mayor of London has postponed, possibly abandoned, his proposed visit to the United States.

HAY WILL BE SECRETARY OF STATE.

Not True That Whitelaw Reid Has Been Selected for the London Mission.

WASHINGTON, Aug. 15.—There is no doubt that Col. John Hay, Ambassador to England, will accept the post of Secretary of State, although he has not yet done so. Until he does formally accept, the question of his successor as Ambassador is left in abeyance. The published statement that Whitelaw Reid has been appointed and accepted is not correct, although Mr. Reid's friends have good reason to believe that his qualifications will be favorably considered. As soon as it is certain that Col. Hay will succeed Secretary Day both of these appointments will probably be announced simultaneously with the announcement of Judge Day's resignation and his appointment as President of the Peace Commission. The successor of First Assistant Secretary of State Moore may be announced at the same time, and will probably be somebody outside of the department, as for various reasons neither of the other secretaries is in line for promotion.

WOULD LIKE TO KEEP COL. HAY.

The London Times Thinks That Mr. Choate Would Make a Good Successor.

Special Cable Despatch to THE SUN.

LONDON, Aug. 15.—The *Times*, in a leader, suggests that it would be undesirable to transfer Ambassador Hay. It says that both he and Mr. Day are excellently suited to their present offices.

"If, however, it is decided to call Mr. Hay to Washington," it adds, "we will console ourselves with the thought that American foreign affairs are in the hands of a man learned by actual observation in the necessities of the foreign policy of England. His place here would not be easy to fill. A name is being whispered by people who are particularly well informed. It is that of Mr. Choate, a leader of the New York bar. No man is more justly respected in the United States. No man could represent them better or be more welcome here."

Mr. Choate's name does not appear in the *Times's* New York despatch or in the despatches to other papers.

Ambassador Hay's Promotion.

Special Cable Despatch to THE SUN.

LONDON, Aug. 15.—Mr. Hay, the son of Ambassador Hay, admits that there has been correspondence between his father and President McKinley relating to the subject of the Secretaryship of State.

A London Crowd Breaks Up a Cycling Race.

Special Cable Despatch to THE SUN.

LONDON, Aug. 15.—In a seventy-two-hour bicycle race which was begun here on last Friday evening sixteen contestants remained on Sunday night.

They were in a deplorable state of exhaustion, which had been increased by the reflection of the sun from the white cement track. A man was stationed in a particular spot close to the track who douched the racers from a water hose to prevent them from fainting.

The race was won by an American named Miller. He finished remarkably fresh, after covering 1,812 kilometres. Fredericks, a Swiss, was second, with 1,785 kilometres. Fredericks was lifted exhausted from his wheel.

The crowd, a few minutes before the end of the seventy-two hours, broke in on the track and stopped the race. The victory of the American was unpopular.

Tank Steamship Gut Heil in Collision.

Special Cable Despatch to THE SUN.

HAMBURG, Aug. 15.—The German tank steamship Gut Heil, Capt. Daldorf, outward bound for New York, and the German ship D. H. Watjen, Capt. Wicke, which arrived here on Saturday from Tacoma, were in collision at Nienstetten and both were damaged. The Gut Heil has returned here with her port bow damaged.

Philomene's Cargo of Coal on Fire.

Special Cable Despatch to THE SUN.

ST. MICHAEL'S, Azores, Aug. 15.—The British ship Philomene, Capt. Haswell, which sailed from Baltimore on July 18, for Honolulu, has put in here with her cargo of coal on fire.

SIGNS OF WAR AT VANCOUVER.

More British Warships at Esquimalt—Cars to Transport Troops.

VANCOUVER, B. C., Aug. 15.—The Canadian coast defences on the Pacific are being greatly strengthened, which gives color to the report that the British Government is determined not to be taken by surprise in case of war. The commander of a ship of the Esquimault fleet is responsible for the statement that six more warships are to be sent to Esquimault at once.

The news comes from Montreal that the Canadian Pacific Railway shops there are turning out large numbers of cars for troops. This news, coupled with the fact of the recent purchase of the Klondike steamers Athenian and Tartar from the Canadian Pacific Railway by the British Government for use as troopships indicates that John Bull anticipates trouble.

OUR WELCOME TO THE FIGHTERS.

It Is Proposed to Invite the People of the United States to Come and Join In.

President Guggenheimer of the Council will introduce the following resolution at to-day's meeting:

Resolved, That his Honor the Mayor of the city of New York be and he is hereby requested to invite the people of the United States to assemble in this city on some day to be hereafter determined to receive and tender to the returning soldiers such a welcome as will in a measure give expression to the intense feeling of gratitude which pervades the entire people.

Resolved, That he be requested to select a committee of at least 100 citizens to arrange the necessary details for such reception and welcome.

Resolved, That he be requested to apply to the Government of the United States for such coöperation as will enable the municipality to make the occasion a national celebration, commemorative of the union of all sections of our beloved country in the cause of humanity, a testimony of our appreciation of the services of the army and navy which have secured such wonderful results in so brief a time, and an approval of the magnanimity which has been accorded to the brave soldiers and sailors of our adversary.

CAPT. MOYNIHAN'S SON?

A Young Man Who Assaults a Park Cop First Says He Is and Then That He Isn't.

Park Policeman Zeigner ordered a crowd of young men who were insulting women last night at 110th street and Seventh avenue to move away. They went to a corner saloon, had several drinks, and returned. A tall, slim, pale-faced young man went up to Zeigner, and, catching him by the throat, tried to pull his badge off.

Zeigner overpowered the young man and started to lead him to the sub-station in the Park. The young man resisted and was handcuffed. At the station he said: "I am Capt. Moynihan's son. He is at the Charles street station. When I got pinched at the East 104th street station a year ago, Policeman Sullivan was transferred and had to resign later. I'll fix the whole mob of you."

The prisoner was taken to the East 104th street station and locked up for the night. There he declared that he was not young Moynihan, but David Stuart, 19 years old, of 72 East 114th street. He looks like young Moynihan, who has been arrested several times.

Selected Tiffany's Design for Admiral Dewey's Sword.

WASHINGTON, Aug. 15.—The committee appointed to select a design for the sword to be presented to Admiral Dewey, pursuant to an act of Congress introduced by Senator Lodge, in recognition of his victory at Manila May 1, has adopted the design submitted by Tiffany & Co. of New York and ordered them to make the sword. The committee consisted of Senator Lodge, Assistant Secretary Allen of the Naval Academy and Prof. Johnson of the Naval Academy. The vote was taken by mail, the several designs submitted being sent by Mr. Allen to his associates for examination as rapidly as they were received at the Navy Department.

NINE KILLED BY A TORNADO

SEVERE STORM SWEEPS GARY, S. D., WITH FATAL RESULTS.

Its Track Was Narrow, but the Path Was Nearly Forty Miles Long—Many Buildings Destroyed and a Farmer's Family, Including Hired Men, Are Wiped Out.

MINNEAPOLIS, Aug. 15.—A tornado, accompanied by hail, and running from northeast to southwest, struck last night about four miles west of Gary, S. D., a small village on the Watertown branch of the Chicago and Northwestern Railroad, just across the Minnesota border. Everything in the path of the storm was swept away.

Nine persons lie dead at Gary, and there is little doubt that a search through the stricken country will reveal other and perhaps many victims. The names of the known dead are as follows: Joseph Hutchinson, Mrs. Joseph Hutchinson, four Hutchinson children, Carl Jegelum, Blanchardsville, Wis.; Albert (last name not known), 35 years old; Charles Ebal, a farmer. Ebal's body was found and identified. Searching parties are now out looking for his wife and child, who are thought to have been killed.

Carl Jegelum and the Milwaukee man, whose name is not known, were farm laborers temporarily in the employ of Mr. Hutchinson. The storm skirted one mile northeast of Hutchinson's farm and struck his house, driving through the barn, causing a complete wreck. The Northwestern Railroad is torn up for some distance. Telegraph poles and snow fences are down. The tornado was not of wide extent, but its track was thirty to forty miles long.

The buildings of Carl Peterson, M. Kenyon, Mr. Johnson, Mike Hunt, Dr. Bently, Charles Burstry, and many other farmers were destroyed. Many farmers lose almost their entire crops, and large numbers of cattle and sheep were killed.

One farmer had 200 acres of wheat in shock in the path of the storm. It was taken up by the wind and no trace of the crop is now left.

Reports of damage from wind and hail storms have been received from many other places in the Northwest. As the wheat is practically all harvested in South Dakota, in Minnesota, except in the northern Red River Valley, and in North Dakota, except in the northern half of the State, there does not seem to be much chance of extensive injury having been done. Near Carrington, N. D., however, there was an extensive area covered by one storm, which swept over parts of Stutaman, Wells, Foster and Eddy counties, doing damage which is variously estimated but which is figured as amounting in all to a total loss of 20,000 acres of wheat.

The erratic character of the storm is shown by the reports of no serious disturbance along the lines of the Northern Pacific, while on the Soo and Great Northern, which intersect the former system at various places, much damage was done by both wind and hail.

TWENTY-SIX WERE DROWNED.

The Cloudburst in Tennessee More Serious Than at First Reported.

KNOXVILLE, Tenn., Aug. 15.—In addition to the seventeen persons drowned in the Hawkins county cloudburst on Saturday the following bodies of people thought to have escaped have been discovered: M. Couk, wife and two children; P. Morelock, Yance Morelock, William Tunnell, wife and child, making a grand total of twenty-six drowned.

Renewed search has been instituted, as half a dozen others missing are believed to be dead.

IS ENGLAND LAYING IN COAL?

Unusual Number of English Vessels Arrive for Coal at Hampton Roads.

NORFOLK, Va., Aug. 15.—The British steamships Brantwood, Capt. Turner, from St. Vincent, Cape Verde Islands; Dargai, Capt. Whiteway, from Liverpool; Anerly, Capt. Sherberne, from Rio de Janeiro; Miramar, Capt. White, from New York, and the British bark Plymouth, Capt. Davidson, from New York, arrived here to-day and entered through the Custom House. These vessels will all load cargoes of Pocahontas coal. The British ship Canara, Capt. Swatridge, with full cargo of coal, lies off Lambert's Point to-day. She is preparing to sail for Cape Town. The ship Vigilant, Capt. Morrison, sailed on Aug. 9 with a cargo of coal for Singapore. The bark Duns Law, Capt. Grig, sailed on Aug. 12 with a similar cargo for Cape Town. The British steamship Hawkhurst, Capt. Watson, sailed yesterday with a cargo of coal for Kingston, Jamaica. The British steamship Indra, Capt. Burkells, sailed from here on Aug. 5 with 9,500 tons of coal for Singapore, India. The British ship Hemisphere is in this harbor, it is thought, upon the same business.

Many other British ships with cargoes of coal have already sailed from here for British ports.

It was thought that England was permitting us to use her ports, but the fact that the shipments continue to grow larger as the prospect of peace between this country and Spain grows brighter leads men here to say that they believe that England is steadily preparing for war. The miners of Wales being on strike, England probably finds it necessary to draw on us for coal for her warships. The Custom House officials or the shippers will not reveal the real destination of the coal or the name of the consignee, but it is significant that it is going almost wholly in English bottoms to English ports.

OBITUARY.

Corporal Warren Felter of Company E, Thirteenth Infantry, U. S. A., died on Saturday at the home of his sister, Mrs. J. Edward King, 718 Greene avenue, Brooklyn. Corporal Felter had served in the regular army for eighteen years, in the Twenty-first, Eighth and Thirteenth Infantry, and previous to the outbreak of the war with Spain he had seen service against the Indians in Arizona and New Mexico. He was present at the battle of San Juan and in all the fighting in and around Santiago. His death was due to a complication of malarial fever and dysentery. He arrived here on a transport from Santiago on Aug. 6. Corporal Felter was born in Brooklyn and was 39 years old.

William G. Weston, 86 years old, died at his home in Tarrytown yesterday afternoon after an illness of two years. He was born at Springfield, Mass., and was a graduate of Harvard. He went to Tarrytown about fifty years ago and opened a private school for boys, which he conducted for many years. Later he accepted a position as cashier in the Westchester Savings Bank, with which he was long identified. Two years ago he was compelled to retire on account of poor health. The funeral services will take place on Wednesday at Christ Church.

Abram K. Street, the oldest preacher in the New Jersey Methodist Episcopal Conference, died in Camden yesterday. He was born in Philadelphia on May 25, 1807. He began life as a pharmacist in Delaware, where he entered the ministry in 1830. He preached his first sermon that year at Chestertown, Md., in the Delaware circuit. Two years later he entered the New Jersey Conference, and was continuously a member until his death, belonging to the supernumerary order since 1882.

Col. I. L. Tichenor, formerly Auditor of the District of Columbia and prominent in army and navy and Masonic circles, died in Washington on Monday night, aged 69. He served through the civil war in the 106th New York Volunteers. In 1872 he was sent by the Treasury Department to London for the purpose of delivering to the syndicate there the large amount of United States bonds for which they had subscribed.

Word was received in Milwaukee yesterday of the death of Prof. John C. Fillmore at New London, Conn. He was a noted authority on Indian music. He formerly lived in Milwaukee, from which city he moved to California.

Flung Sixty Feet from a Switchback.

John Acor, 24 years old, of Fourteenth street and Seventh avenue, Brooklyn, while riding on the switchback on Ocean avenue, Rockaway Beach, yesterday, disregarded the sign not to stand up in the car. At the next curve he was flung from the car to the ground, a distance of sixty feet and was taken to the Long Island City Hospital suffering from a fractured skull and internal injuries. The manager and engineer of the switchback were arrested.

Votes Refused to Choctaw Freedmen.

PERRY, Oklahoma, Aug. 15.—Gov. McCurtin of the Choctaw Nation has issued a proclamation denying the right of 700 freedmen to vote at the election to be held on Aug. 24 to pass upon the Atoka agreement between the United States and the Choctaw and Chickasaw nations. The freedmen threaten to make trouble over the matter.

OUR VOLUNTEER NAVY.

The Mustering Out of Officers and Naval Reserves Begun.

WASHINGTON, Aug. 15.—The discharge of the volunteer naval officers who were appointed at the beginning of the war was begun to-day, and it is proposed that the whole number of 600 or 700 be relieved from duty within a short time. The first officer mustered out was Ensign John De P. Dorew, U. S. N., Annapolis, Md. An engraved certificate was sent to him containing the following inscription:

UNITED STATES OF AMERICA,
NAVY DEPARTMENT, WASHINGTON.

Having served with fidelity in the United States Navy from the 14th day of May, 1898, to the date hereof, in the war between the United States of America and the kingdom of Spain, declared by Congress to have begun April 21, 1898, you are honorably discharged with the thanks of the Government. This discharge is issued in accordance with the provision of the act of Congress approved May 4, 1898, the exigencies which, in the judgment of the President, rendered your services necessary being terminated.

Given under my hand and seal of the Navy Department, at the city of Washington this 15th day of August, one thousand eight hundred and ninety-eight.

By the President.

CHARLES H. ALLEN,
Acting Secretary of the Navy.

The auxiliary cruiser Yosemite, now at Newport News, has been ordered to proceed at once to League Island Navy Yard and discharge the crew, composed of members of the Michigan Naval Reserves. It is understood that as soon as the other auxiliaries whose crews are made up of Naval Reserve, men like the Prairie, with the New York Naval Reserves, the Dixie and others, will receive orders similar to those of the Yosemite as soon as they arrive in Northern waters.

"Engineer-in-Chief Melville intends recommending to Secretary Long the retention in the regular naval service of a large number of volunteer engineer officers who are now serving with ships of the auxilliary force. These officers were appointed after investigation of their qualifications, and have shown such adaptability for the navy during their four months' experience that many of them will be appointed, when the weeding out process begins, to fill a number of vacancies now existing. Commodore Melville wants at least 100 additional engineers, but does not expect to take half so many from officers now in the volunteer branch.

CARLISTS MORE ACTIVE.

Operations of a Revolutionary Band—Prominent Carlists on the Frontier.

Special Cable Despatches to THE SUN.

MADRID, Aug. 15, via Biarritz, 10:50 P. M.—The revolutionary band from Castellon de la Plana has not been captured yet, although the Maestrazgo district is alive with police and soldiers searching for it. The band enters a village and makes requisitions, which, apparently, are willingly granted. It then disappears on the approach of the police. The inhabitants sympathize with the band and assist in concealing its members.

The band is admittedly Carlist. Efforts are being made here to obtain the support of the younger officers of the army to secure a bloodless triumph for Don Carlos. A number of ex-Carlist officers have been arrested at various places.

BIARRITZ, Aug. 15.—A number of prominent Carlists are settling near Bayonne, Biarritz, and St. Jean de Luz, close to the Spanish frontier, and are sending messages to the local leaders in the Basque provinces and Navarre. Government detectives are watching them.

The Carlists do not trust their correspondence to the mails, but employ couriers to carry their letters and despatches. Agents of the Carlists are offering recruits 2 pesetas a day. It is thought that Don Carlos will await the return of the Cuban army before ordering a revolution.

TO TAKE NEGRO IMMUNES.

The Texas Regiment in New Orleans Ordered to Be Sent Back to That State.

NEW ORLEANS, Aug. 15.—Orders were received here to-night to send the Ninth Immune Volunteers (colored), commanded by Col. Crane, to Santiago on the transport Berlin, which is to leave here on Wednesday, instead of the First Immunes, which came to this city two weeks ago for the purpose of leaving here.

The First Immunes are white, and are commanded by Col. Riche. They were the first regiment ordered from Texas, and the transport Berlin was ordered here to take them to Santiago. They came here by rail and marched aboard the Berlin.

Just before the steamer left they were ordered off and the Second Immune Regiment, commanded by Hood, was sent to Santiago in their stead, and it was announced that they would go on the second trip of the Berlin.

To-day the Ninth Volunteers, the negro regiment, was substituted for them and the Texans were ordered back to Texas. No explanation was given of this change of orders, but it is possibly due to the discovery that not 3 per cent. of the Texans were immune, while 90 per cent. of the negroes are, and also to a desire to get the negro troops out of town to avoid race riots.

*CROKER A BIGGER M