OUR NEW NATIONAL POLICY

It May Cause a Realignment of Parties.

EXTENDING AMERICA'S DOMAIN

A Constitutional Amendment May Be Necessary to the Inauguration of a New Regime—Tariff Taxes Must be Readjustrd—Colonies and Their Relation to Soverein States.

Statemen in Washington are beginning to discuss the political questions growing out of the present war. There are indications which cannot be ignored that, perhaps, the next campaign will be conducted along lines that will relegate the great questions of 1896 to a secondary position. Already public men are carefully considering the problems that confront them and endeavoring to reach a satisfactory conclusion with respect to the policy of territorial extension.

The division on this question in the two houses of Congress knows no political lines as the parties are now divided. Men of all parties are arraying themselves on that side which favors the acquisition of the territory already in military possession of the American Navy and that other territory which seems sure to fall under the powers of American arms. Against this position are men prominent in both the Democratic and Republican parties and affiliated with the Populists, so that so far as parties are now aligned there is no such thing as partisanship on this new question.

It appears to be conceded that the United States cannot sieze Cuba for her own after the solemn pledge given by act of Congress in her declaration that she did not intend to acquire that territory, but simply to intervene in the cause of humanity. The case of Porto Rico, the Philippines and the Caroline Islands is different. They are the incidents growing out of the war that was begun for humanity's sake. They are the pawns which the United States will redeem and out of which she will recoup herself for the enormous expenses which have been incurred in the prosecution of this war.

Statesmen Differ.

Public men, however, disagree as to the proper disposition of this territory. Some insist that only a coaling station on each should be retained; others that the territory should be absorbed and kept forever as a possession of the United States, and the differences of opinion thus engendered form the questions which many believe will be paramount issues of the next campaign. It is an entirely new problem that confronts the American people, but the natural desire to hold that which has been gained is inborn in the Anglo-Saxon race, and that party which goes to the country on a platform favoring the acquisition of this new territory will, it is generally thought and claimed by public men, gather to its support the great mass of the American people, if the present temper of the country as expressed in the press is an index of the popular sentiment.

There are powerful agencies at work in Washington against this policy, prominent among them being those corporations whose profits are threatened by the products of the islands of Cuba, Porto Rico and the Philippines being put on a par with the products of the United States. During the recent conference on the war revenue bill this subject was informally discussed by several of the Republican members. If the products of those islands, now on the dutiable list, were to be allowed free entry in the United States material changes would be effected in the receipts from customs duties and a revision of the tariff laws would be absolutely necessary, unless the internal taxes imposed by the war revenue bill are to become permanent. While this is likely to be true with respect to inheritance taxes and several other items in the bill, the main features of this war measure will be repealed as soon as the necessity for their continuance ceases.

With the enormous imports of sugar and tobacco from the three dependencies of Spain, to say nothing of the many other products which are largely imported to the United States, placed on a level with the products of the United States, a hole of very large proportions would be knocked in the receipts that now come through the Dingley tariff law. It was suggested at this informal conference that this subject could be successfully disposed of by patterning after the French system. France requires her colonies to assume relations somewhat similar to foreign countries, with the exception that they are slightly favored in the tariff rates, so that it is to the interest of the colonies to trade with the mother country. The United States could still maintain the duties on the products of her new colonies, but grant certain discriminations that would enable them to trade with the States under more advantageous terms than now exist.

May Amend the Constitution.

There appears to be no provision in the Constitution for the control of colonial possessions, for the framers of that instrument never dreamed that the original confederation would ever become the power it now is among the nations of the earth.

Constitutional amendments have been made and there appears to be little doubt as to the result if an amendment dealing with this subject were necessary, how the States would act in ratifying it. The Constitution only provides how States shall be admitted into the Union and as it is manifestly impossible to admit these islands as States, an amendment may be essential.

The French system of requiring the colonies to pay their share of the burdens of government meets with the approval of many public men, for, by becoming the colonies of the United States, the Federal government guarantees them security and a government that is liberal and just. By comparison with the extortions that have been practiced by Spain and corrupt Spanish officials, almost any system imposed by the great republic would be accepted as a relief and would at one stroke lift from all these colonies the iron hand of oppression that has for centuries kept them under the domination of the tax collector and the spoilsman.

Whether or not the United States is to enter upon a new line of policy and become a factor in the affairs of Asia in addition to wiping Spain's name from the map of the Western Hemisphere, the subject is being constantly discussed among public men in Washington and tentative plans for the future are being carefully considered by those whose duty it will be to devise plans for our newly acquired territory, if we are to retain it.

So We Will.

(From the Chicago Journal.)

Unless France quits this Spanish sympathy business we shall drink our California wine without French labels.

HAMPERED BY WAR BOARD.

The Naval Chieftains Wanted to Strike Havana.

New York, June 12.—The Board of Strategy should be disbanded, not because of any personal fault found with its membership, but because it fails of its purpose.

Congressmen in such a matter hesitate to be quoted. It was not possible to talk with members of the Strategy Board and obtain their views as to the propriety of a dissolution of that body. The board's door is locked. They decline to be questioned on anything, past, present or future.

While one may not get near enough to any member of the Strategy Board to offer him a ripe peach, still one may get at him from a distance.

Sicard is a gray, wan man, worn with years of sickness. His manner is kindly, his eye tired, his walk feeble and his possibility of long, strong effort slight. Sicard has never been aggressive nor original. His overstore of caution has been enhanced and impaired by age.

Crowninshield is the opposite of Sicard, they say, in the grave, slow matter of caution, as above chronicled. He is believed to be headstrong and reckless and a born glutton for gore.

Mahan is tall and exceedingly spare. He is a man of theories and sentences. No vast amount of sea service ever fell to Mahan. He was president of that kindergarten of naval conflict, the War College and Torpedo School, at Newport. At this seminary Mahan was indefatigable as well as skillful to invent numbers of those "war games" that there find vogue.

None of the three—Sicard, Crowninshield or Mahan—has seen much rigorous war service. All are looked on by their brothers as book folksmen of bureaus rather than sea dogs of rude stamina and practical worth.

With the going of Roosevelt and Barker the roster of the board showed only Mahan, Crowninshield and Sicard. It so stands today.

There are sundry reasons for the demand that the War Board should go. As a first source of trouble the officers of the fleet, from Sampson and Schley down to the newest cadet, resent the board. The fleet officers are the day and night targets of every Spanish bullet within range. Their lives and honor are on the present table of affairs being gambled for. Perforce they hate a "theorist."

What is the Board of Strategy supposed to do? The theory is that it will "advise" with the President and Secretary Long, both of whom confess to naval ignorance. The board may suggest an operation against San Juan or an advance on Santiago.

This board may, in its wisdom, possibly by the advice of such as Hanna and Elkins, who sell coal to the Government, as well as to many others, who as furnishers of food and raiment and equipment and shot and shell and transportation make present money of the Government, fail to suggest a smashing blow at Havana.

When hostilities were declared it was war logic to reduce Havana and delay not a day. There she reposed, the Spanish solar plexus, within arm's length of Key West. She could have been made a prey and a spoil to our fleet within forty-eight hours of fighting. And Sampson was eager to begin.

Had Sampson and Schley acted by their own impulse we would have had Havana before Dewey took the Philippines. But such a point-blank hammer-and-tongs movement was too blunt, too headlong and too unstrategic for the Board of Strategy, and they counseled against it.

For the mistakes it has done, for those it is doing, for others, so far as prophecy may see, it threatens to do, the Strategy Board should be dissolved.

THE MIDWAY OF CAMP THOMAS

Infested With Gamblers Who Precipitate a Riot.

Chattanooga, Tenn., June 12.—The midway of Camp Thomas has become a part of the history of the past. It sprang into existence shortly after the arrival of the first detachment of the troops to the camp. Men bought concessions of the Government, erected stalls and sold pies, cakes and even stimulating beverages.

Tonight there is a provost marshal in charge of the grounds and officers and soldiers are forbidden to visit the place.

There was an incipient riot on the midway this afternoon. It was the result of a claim made by a soldier that he had been made the victim of a cheating game in throwing "high dice." A general fight followed and one of the gamblers fired a pistol into the crowd. One of the soldiers dropped on the pavement, but afterwards claimed that the bullet did not strike him, and his wound just above the left ear was caused by his fall.

As soon as the trouble was reported at the army headquarters Gen. Brooke ordered a provost marshal to clean out the entire concern and to establish a military guard at Lytle.

This morning an accident occurred on the rapid transit line, in which three men were injured—Private Thomas Barrett, of the Fourteenth New York; Judd Sharp, of the Sixteenth Pennsylvania, and C. H. Amos, of the Third Illinois Regiments. The accident occurred at Rossville and the men were struck by the telegraph wires that cross the railroad at that place and hurled to the ground. As a result the three men were badly injured.

It is reported tonight that one of the men is suffering from a dangerous cut made by the wire, which caught him under the chin, and that he is in a precarious condition.

Private Craule, of the Fifth Illinois Regiment, died last night and was buried with military honors today in the National Cemetery, near Chattanooga. He was the victim of typhoid pneumonia.

THE MANILA EXPEDITION.

Expected to Sail Next Wednesday Without Fail.

San Francisco, June 12.—Tomorrow all the troops selected as part of the next expedition to the Philippines will send their heavy baggage to the ships. The men certain to go are bidding adieu to their friends in this city. The order to leave camp and go aboard the transports may come at any hour. All the colored troops are under orders to stand ready to move. The expedition will undoubtedly sail Wednesday. The ships to go are the Senator, Colon, China and Zealandia.

Measles threaten to become epidemic among the soldiers at Camp Merritt and the surgeons of the field hospital are bending all energies to preventing a further spread of the malady. Fifty cases are now under their care and during the past two or three days, six to eight new patients a day have been turned over to them. Fortunately the disease is in mild form.

THE BACHE HERE.

She Arrived Saturday and Will Proceed to Baltimore.

The dispatch boat Bache, which was called into such active service just after the battleship Maine was destroyed in Havana harbor, is lying at the Navy Yard dock where she arrived late Saturday evening. It is understood that she will remain at the Navy Yard until the latter part of the week when she will leave for Baltimore, where she will undergo some repairs.

The work necessary to put the Bache in shipshape order could easily have been done her except for the rush of more important work which is demanding the attention of the Navy Yard employes. The repairs, it is said, will consist merely of repainting and some new furnishings.

SUPPLIES FOR THE ARMIES

A Resume of the Work Done Since the War Began.

WHERE THE MONEY GOES

The Secretary of War Issues a Statement Showing What Has Been Accomplished—How the Fifty Millions Voted by Congress Was Spent—Enormous Quantities of Stores Handled.

The Secretary of War yesterday issued a voluminous statement detailing all of the work done by the various bureaus of the department in supplying the armies with ordnance, food and clothing since the declaration of war in April.

There is no explanation accompanying the statement, but it was stated to a reporter for The Times yesterday afternoon at the adjutant general's office that the document has been prepared simply for the information of the public and not in any way as a defense of the department against the attacks that have appeared in various newspapers and magazines recently. The generally accepted opinion, however, is that the attacks of numerous writers of more or less knowledge and lack of knowledge have exasperated Secretary Alger and his army officers to such a degree that this compilation of facts as to the enormous work done by the department has been prepared as an attempted refutation of the charges.

The department's statement consists of nineteen typewritten pages. It contains statements from the Ordnance Bureau as to the amount of ammunition already furnished, the amount on hand and the facilities for getting further supplies; from the Subsistence Department of the number of rations supplied; from the Engineer Department of the number of batteries erected, the repairs to old batteries, the amount of submarine mine work and many other details; from the Quartermaster's Department giving the number and names of transports chartered, the particulars as to the arrangements with the railroads as to railroad transportation and the number of various articles of clothing and equipage supplied.

The official resume follows:

Railroad Transportation.

"Movement of the Regular Army:

"The orders for the movement of the regular troops to Chickamauga, New Orleans, Mobile and Tampa were sent out by the Adjutant General of the Army, and were addressed to the several department commanders. They designated the point of destination and the time at which the movement was desired to take place.

"The chief quartermasters of the respective departments were immediately charged by the quartermaster general with all the necessary transportation arrangements. The troops were put in motion as fast as arrangements with the railroad companies could be perfected, and were rapidly assembled at the points designated by the War Department. In no case was any delay ever reported to this office, nor is any known to have occurred. These troops were moved with the most satisfactory dispatch, and an entire absence of accident.

Movement of the Volunteer Forces.

"Upon receipt by the Quartermaster General from the War Department of information as to the assignment of the volunteer forces to the several national encampments of mobilization, he directed the proper officers of the Quartermaster's Department throughout the country, in anticipation of the required movement, to examine the list supplied by the War Department, and familiarize themselves with every detail of the subject; to consult the proper railroad officials interested in the transportation of these troops, and determine in advance as far as practicable all preliminaries that could be settled before the actual movements of the troops occurred, such as determining routes of travel, rates, etc., for each movement, so that when the troops should actually move no possible delay might occur, and they might be moved with comfort and celerity.

"The officers of the department acted in all these matters with commendable zeal and energy, and in many cases agreed upon flat rates to govern all such shipments which were most advantageous to the Government as a matter of economy.

"On May 13th, the Adjutant General sent to the Quartermaster General his first orders for the movements of volunteers—a separate order for each organization, designating the point of destination. Instructions were immediately wired—in all cases of even date with the order of the Adjutant General—to the quartermasters most convenient to move the troops.

"At the same time the commander of the organization was wired as to the officer charged with the movement, and the chief quartermaster at the national encampment was also informed by telegraph that the shipping officer would wire him the date of departure and probable time of arrival of each organization. This formula was strictly carried out in every case. The execution of these orders has been promptly reported by wire to the Quartermaster General.

"In no case, has any unnecessary delay been reported to this office, and the volunteer troops have gone to destination with promptness and remarkable freedom from accident or delay en route. A statement accompanies this memorandum showing shipment of the various volunteer organizations.

"Extremely low rates have been secured by the Quartermaster's Department in making these movements, generally not exceeding 1 1-2 cents per mile for passengers and about one-half the prevailing tariff rates for freight, in excess of 150 pounds per man, carried free. A statement accompanies this memorandum, showing the rate paid in each case, from which it will appear that in some instances, as low as 1-2 cent per mile was accorded by the railroad company.

"Efforts are still being made by the Quartermaster General to secure all movements of troops at not exceeding 1 1-2c. per passenger per mile, and one-half freight tariff rate.

"A special outfit has been provided under orders of the Secretary of War to be used by the surgeon general as a hospital train. This train will consist of ten tourist sleepers, two kitchen and dining cars and a combined passenger and baggage car. It will be furnished by the medical department, placed in charge of its trained nurses, and kept permanently at Tampa, except when carrying sick and wounded to points designated by the proper medical officers. Upon discharge of the sick and wounded in each case it will be returned to Tampa for similar service as required.

"The accompanying schedule shows the following number of organizations of volunteers have been transported:

"Regiments of infantry, 103; battalions (or troops) of cavalry, 27; batteries of artillery, 10. Regular troops—Regiments of infantry, 23; regiments of cavalry, 7; batteries of light artillery, 10. Total regiments of infantry, 126; regiments, battalions or troops of cavalry, 34; batteries of artillery, 20.

Ocean Transportation.

"The transportation branch of the Quartermaster's Department, in anticipation of need for transports to move an army to Cuba, took precautionary measures to call upon all American steamship companies to give us a list of all of their steamers that would be fit for transport service. In order to be in a thorough position to meet any call for vessels to transport troops, an experienced officer of this department was sent to New York to consult with these steamship companies, and to inspect their vessels and report to the department their availability for transport service.

"This officer has made such thorough examination of ships, and furnished the office with such complete reports, that when the call came the department was in position to call upon the various coastwise lines to supply the vessels that this department was called upon to furnish for anticipated movements to Cuba.

"It has been the policy of this department to secure the required ships from each of the companies, respectively, with a view of not interfering too seriously with their commercial interests, to which the steamship companies have agreed; and the department has been enabled in the most harmonious manner to make, it is held by some of the principal steamship owners, the most reasonable charters that the Government has ever made.

"Up to this date forty-one first-class steamships for transports on the Atlantic Coast; four water vessels; one tug; three steam lighters, and one steamer for use of signal service have been chartered.

"Below is a list of the companies that have chartered their vessels, with the name of the vessels chartered from each of them:

"New York & Texas Steamship Company—San Marcos, 2,887 tons; Concho, 3,704 tons; Comal, 3,934 tons; Rio Grande, 2,566 tons; Leona, 3,329 tons; Alamo, 2,913 tons.

"New York & Cuba Mail Steamship Company—Vigilancia, 4,115 tons; Seguranca, 4,115 tons; Orizaba, 3,497 tons; Yucatan, 3,526 tons; Seneca, 2,729 tons; Saratoga, 2,720 tons; Santiago, 2,259 tons; City of Washington, 2,684 tons; Manteo, 583 tons.

"Southern Pacific Company—Gussie, 998 tons; Whitney, 1,337 tons; Morgan, 991 tons; Aransas, 1,156 tons; Clinton, 1,137 tons.

"Merchants and Miners' Transportation Company—Allegheny, 2,014 tons; Berkshire, 2,614 tons; D. H. Miller, 2,295 tons.

"Plant Investment Company—Florida, 1,786 tons; Olivette, 1,611 tons.

"Tweedie Trading Company—Catania, 3,700 tons.

"William P. Clyde & Co.—Cherokee, 2,557 tons; Iroquois, 2,344 tons; Comanche, 3,202 tons.

"Miami Steamship Company—Matteawan, 3,300 tons; Miami, 3,050 tons.

"Cromwell Steamship Company—Knickerbocker, 1,642 tons; Louisiana, 2,849 tons; Hudson, 1,860 tons.

"New Orleans, Belize, Royal Mail Steamship Company—Breakwater, 1,065 tons; Stillwater, 1,019 tons.

"Angier Line—Unionist, 2,158 tons net; Specialist, 2,802 tons net.

"Ocean Steamship Company—Gate City, 1,597 tons; City of Macon, 2,098 tons.

"New York and Porto Rico Steamship Company—Arkadia, 2,317 tons.

"Water supply vessels: John A. Donald, Kanawha; Standard Oil Company, Maverick, barge "S. O. Co. of N. Y. No. 77," Anne E. Stevens, tug.

"Lighters: Galveston Steamship and Light Company, Bessie and Laura; Cumberland Steamship Company, Cumberland.

"Signal service: Western Union Telegraph Company, Adria.

"All of these ships had be transferred from their ordinary use into transports for troops and animals and freight by erecting bunks, building pens for animals and adding capacity for a large supply of water, which was done by putting in extra tanks and supplying large numbers of water barrels and casks.

"In addition to this extra contracts had to be made for supply of coal and water at points where troops were accumulating. The Government has now been enabled to make most acceptable contracts for supply of fuel, both at New Orleans, Mobile, Tampa, Key West, Savannah, Fernandina, and also for contracts for coal afloat to follow the fleet of transports wherever they go, on the Island of Cuba or even Porto Rico.

Transports in the Pacific.

"This department has also chartered on the Pacific side for use of transporting troops to the Philippines, under reasonable charters. It has been more difficult to secure the ships on the Pacific Ocean, not because of unwillingness of the steamship companies to give their ships, but from the fact that they were not available for the reason that most of the companies were trading across the Pacific Ocean and as far south as Panama, and we could only get the vessels as they arrived in port.

"In many instances these companies have had to charter other vessels to replace those that it was necessary for the Government to have to transact its business. In order that sufficient vessels could be secured it has been necessary to ask that American registry be given to such ships as were available and at the same time suitable for transport service. There will be no difficulty in eventually getting all the vessels necessary to transport the troops that are destined to the Philippines.

"Delay has also been caused in fitting up these vessels with the proper apparatus, and placing in them ample galley facilities and lavatories and water closets. These ships had to be fitted up as comfortably as possible, owing not only to the long distance they had to go, but also taking into consideration the fact that they were going to a tropical climate.

"The companies that have thus far chartered their vessels to the Government for use in transporting troops to Manila are set forth in the following list, together with the names of the vessels chartered and their tonnage:

"Pacific Mail Steamship Company—City of Sydney, 3,000 tons; Colon, 2,685 tons; China, 5,000 tons; City of Para, 3,532 tons.

"Oceanic Steamship Company—Australia, 2,755 tons; Zealandia, 2,755 tons.

"Empire Steamship Company—Ohio, 3,500 tons; Indiana, 3,157 tons.

"Johnson Locke Mercantile Company—Morgan City, 2,299 tons.

"Pacifice Coast Steamship Company—Senator.

"The matter of supply of coal at San Francisco, Manila or Hong Kong for tranports on the Pacific has been placed in the hands of the Quartermaster's Department, under the direction of Gen. Merritt. Favorable offers have been made by dealers on this side to supply this coal in bulk at those points, but it was considered that as the distance was so great the matter had best be left in the hands of those who were managing the expedition.

"The labor of preparing and the execution of the charter parties for the service of these vessels, which has been done in the office of the Quartermaster General has been very considerable. For each vessel five copies of the charter party have been made and distributed, as required by the laws. Each copy gives the names and titles of the parties in interest; name and description of the vessel, with the dates, terms of payment, etc., fully and minutely set forth.

Engineer Department.

"The first allotment to the engineer department, United States Army, from the appropriation of $50,000,000 for national defense was made March 17, 1898.

"The aggregate of allotments to the engineer department is $5,653,000. This sum has been applied to the construction of a large number of permanent batteries in accordance with approved projects, to the erection of temporary batteries at places on the seacoast having no defenses, to the overhauling and repairing of old armament at existing works to the purchase of a large quantity of submarine mine materials, including searchlights, to the placing and maintenance of mine fields, and to the purchase of siege materials, pontoon materials, sappers and miners' tools and surveying instruments for military reconnaissances.

"The operations in detail since April 1 in connection with work then in progress and new work under the emergency appropriation may be approximately reported as follows:

Permanent Batteries.

"In addition to the permanent batteries that were completed when war was declared, work has been ordered and is in progress at twenty-one batteries, working with double shifts at a number of places as follows:

"For modern 12, 10 and 8-inch guns, seventy-five emplacements.

"For modern rapid-fire guns, forty-seven emplacements.

"In addition emplacements for twenty-one modern guns and 5-inch gun carriages have been ordered and a number are now ready for armament at twelve localities.

"Fifty-two temporary emplacements of old style armament and modern siege guns have been constructed at thirteen localities.

"The old type armament has been overhauled and been put in condition for service at ten permanent works.

Submarine Mine Defenses.

"Large quantities of submarine mine materials, consisting of multiple and single cable, compound plugs, circuit regulators, new torpedo cases with anchors, junction boxes, casemate operating apparatus, and forty-four searchlights have been ordered; about four hundred miles of cable has been delivered and shipped to various localities, and thirty searchlights received and shipped to their destinations. About 1,500 submarine mines have been placed in important harbors, and their cables, anchors, junction boxes, electrical apparatus, etc.

"The maintenance of these mines requires a force of skilled electricians and laborers, in addition to small detachments of engineer soldiers at each place, together with a fleet of boats, tug-boats, lighters and row-boats, for planting, repairing damages, and day and night patrol. The number of mines is being increased as materials are delivered."

Siege and Pontoon Materials.

"Pontoon materials, siege materials, tools for sappers and miners are being purchased and stored at depot, and sent out with engineer troops in the field. An assortment of surveying instruments for field reconnaissance has been obtained and is issued as promptly as possible, upon requisition, to various engineer officers in the field. A large quantity of siege materials and engineer materials of all kinds has been purchased in San Francisco to be sent out with the Philippine Islands expedition.

Battalion of Engineers.

"The battalion of engineers is distributed throughout the country on torpedo duty, on duty in the field, and receiving, testing and sending out torpedo materials, siege materials, etc.

Subsistence Department.

"The number of rations purchased for regulars and volunteers since first call for volunteers: Complete, 12,728,000; incomplete, 3,477,069; closely approximated, 2,918,945. Total, 19,123,945. Weight complete rations, 48,111,840 pounds; incomplete rations, 5,215,500 pounds; closely approximated, 11,052,612 pounds. Total, 64,360,952 pounds. In tons of 2,000 pounds, 32,180, equal to 1,609 car-loads of 20 tons each.

Regular Supplies.

"Various quartermaster supplies, including means of transportation and miscellaneous parts for repair of same have been purchased at Jeffersonville depot and shipped to Camp Thomas, Ga., and Tampa, Fla., for issue to troops and for replenishment of stocks.

"Various quartermaster supplies, including veterinary supplies, instruments, etc., have been purchased at New York depot and shipped to Tampa, Mobile and Chickamauga for issue.

"Regulation allowance of fuel, forage, etc., authorized purchased at Mobile, Tampa, New Orleans and Chickamauga for issue to troops. Stationary supplies for 160,000 men for six months, purchased at New York and Jeffersonville depots for issue. Miscellaneous quartermaster supplies, including means of transportation, purchased at San Francisco for Philippine expedition, as follows: 229 field desks, 13 field safes, 7 iron safes, 35 coin chests, 219 field ovens, 700 G. I. buckets, 50 paulins, 150 hand lanterns, 60 coffee mills, 18 typewriting machines; large quantity of stationery and minor articles, such as hardware, lumber and office furniture.

"Miscellaneous quartermaster supplies, including means of transportation and parts for repair of same, purchased by Washington depot for Camp Alger, Va.: 2,430 paulins; 2,530 field desks; 3,057 field ovens, large size; 631 field ovens, small size; 322 Dutch ovens; 100 bread ovens; 2,100 lanterns; 168 typewriters; 5,000 dippers; 5,000 frying pans; 5,000 can openers; 5,000 butcher knives; 1,000 coffee mills, large; 500 coffee mills, small, for Camp Alger;; 1,000 coffee mills advertised for; 50 field safes for paymasters advertised for; 1,400 wire cutters; 1,755 artillery horses; 544 artillery drafts horses, siege train; 207 siege train riding horses; 8,810 cavalry horses; 12,802 draft mules; 2,109 pack mules; 500 small mules; 1,500 small horses; 4,090 wagons; 425 ambulances; 17,-052 single sets harness; 1,500 saddles and bridles; 500 cross tree pack mules; 1,497 pack saddles; 3,100 halters and chains; 51 riding saddles; 101 riding bridles; 51 saddle blankets; 1,240 whip stocks; 1,002 whip lashes; 2,000 G. I. buckets.

Ordnance Department.

"The military supplies furnished by the Ordnance Department to the army are not articles of commerce. It is not an easy matter for private manufacturers to take up the manufacture of most of them, as it involves the installation of new machines, tools and a considerable delay in arriving at the knowledge required for providing articles of regulation pattern, arranging for the necessary and careful inspection and other details. This has delayed the procurement of some of the supplies, but deliveries by contractors have been steadily increasing and are now about sufficient to meet demands.

"Prior to April 21, in anticipation of the present emergency, this department had been accumulating small arms and cartridges for some time and had about 20,-000,000 of all kinds on hand. There have been procured many millions more by manufacture and purchase since April 21, and the manufacturers and deliverers of small arm cartridges will soon reach 700,-000 per day. There have been issued to the army small arms of all kinds and the supply is sufficient for anticipated wants.

"Issue of all equipments and arms has been interfered with by delays in obtaining information in regard to what of these stores regiments have brought with them from the States and the determination of exactly what was required to complete the armament and equipment, and by the necessity for so making the issues as to provide for future settlement between the States and the United States for the portion furnished by the States.

"Since April 21, the old regular batteries have had their armament increased from four guns and caissons to six guns and caissons. The new regular batteries have been supplied with six guns and caissons and their battery wagons and forges. Heavy field guns with their caissons and harness have also been issued.

"Sixteen volunteer batteries have been supplied either in whole or in part.

"The increased output from the arsenals and contractors is such that no difficulty is to be expected in supplying all anticipated calls for guns, carriages, caissons and harness for light batteries.

"Since the beginning of the war the department has sent to the field a large number of six-inch siege guns and seven-inch siege howitzers, with their carriages, limbers, platforms, implements, equipments, tools and chests complete; also seven-inch mortars, with carriages, platforms, implements, equipments and tools complete.

"All of this siege material is of the latest pattern and newly issued. Three-and-six-tenths-inch field mortars which had been distributed for practice have been collected and sent to Tampa. These are supplied with an ample quantity of ammunition.

"Smokeless powder is now being issued for all field and siege guns, although the first supply sent was sphere-hexagonal black molded powder, except that for the field mortars, which was of the smokeless variety.

"A supply of field and siege ammunition has also been issued, and new supplies have been ordered and are being delivered rapidly. The supply of ammunition already ordered for field cannon is considered sufficient for the present time.

"There have been shipped to the fortifications since April 21, many seacoast carriages, guns for which are already provided.

"Rapid-fire guns and an ample supply of ammunition, cartridges, shell, shrapnel, fuses and smokeless powder for the same have been purchased, and a portion of them have already been installed at permanent works.

Clothing and Equipage.

Issued to troops by the Quartermaster's Department since war began (April 21) to June 11, 1898:

Blankets, 106,382; blouses, 123,128; caps, forage, 6,579; canvas fatigue coats, 25,729; canvas fatigue trousers, 25,967; drawers, canon flannel, 55,580; drawers, summer, 123,966; gauntlets, 11,709; hats, campaign, 121,797; hats, canvas, 23,950; leggins, 97,884; ponchos, 105,287; shirts, d. b., flannel, 136,-795; shoes, leather, 192,656; stockings, cotton, 300,293; stockings, wool, 24,770; suspenders, 28,325; trousers, foot, 116,-076; trousers, mounted, 13,977; undershirts, cotton, 192,681; undershirts, wool, 27,309; hammocks, 24,830; barrack shoes, 20,-000; cork helmets, 8,125; Berlin gloves, 46,-000; axes, 9,456; ax helves, 10,998; books, company sets, 743; books, regimental sets, 125; drums, 122; fifes, 202; flags, storm and recruiting, 25; hatchets, 6,554; hatchet helves, 8,569; kettles, camp, 6,458; mess pans, 20,259; mosquito bars, 3,820; mosquito head nets, 2,000; pickaxes, 7,361; pickax helves, 8,082; shovels, long handle, 2,794; shovels, short handle, 5,514; spades, 5,732; trumpets, 981; tents, common, 6,008; tents, conical wall, 1,250; tents, hospital, 848; tents, shelter halves, 141,562; tents, wall, 3,-562; tents, various kinds, 471.

A Lunchroom Scene.

(From the Omaha World-Herald.)

Not the least interested sight of the exposition is that presented daily at noon in the lunch houses down town. Americans have learned to do everything well with the sole exception of eating. They have yet to learn the art of eating. Let this scene be presented as typical of 90 per cent of American men who are engaged in business or out sight-seeing:

Scene—A lunch counter.

Time—12:15 p. m.

Dramatis Personae—Hungry man, waiter, cashier.

Hungry Man (entering with a rush and bouncing upon a stool, without removing his hat)—Glim'me bowl o' soup, brown bread, an' cupper cof'.

Waiter (high treble voice)—Bo'lsoup!

Curtain down one minute.

Hungry Man (growing nervous)—Hi, there! Gi'mme that soup. I can't wait here all day.

Waiter (thumb in the soup, bread plate balanced on arm, coffee sloshing over into saucer)—There you are, sir. Anything else?

Hungry Man (between sips of soup that sounds like the exhaust of a locomotive)—Uh-huh. Gi'mme piece sapple pie.

(Pause, but not in the sipping of the soup.)

Hungry Man—Come on 'ith pie. Have you got'er make it?

Waiter—Here's your pie. Anything else?

Hungry Man—Nit! Gi'mme check.

The waiter throws out a 20-cent check. Hungry man grabs check, slides off stool and rushes toward cashier's desk. Collides with another hungry man.

"Beg pardon!"

"Don't mention it."

Slams check on cashier's desk. Cashier busy making change for another patron.

"Come on with my change. Got'er catch that car!"

Seizes change and rushes out.

I was seriously afflicted with a cough for several years, and last fall had a more severe cough than ever before. I have used many remedies without receiving much relief, and being recommended to try a bottle of Chamberlain's Cough Remedy, by a friend, who, knowing me to be a poor widow, gave it to me, I tried it, and with the most gratifying results. The first bottle relieved me very much and the second bottle has absolutely cured me. I have not had as good health for twenty years. Respectfully, Mrs. Mary A. Beard, Claremore, Ark. Sold by Henry Evans, wholesale and retail druggist, 938 F Street northwest and Connecticut Avenue and S Street northwest and 1428 Maryland Avenue northeast.

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