

CHARLES G. GRAHAM TO DEPART

Will Be Closely Followed by the Transports With Troops.

There Is a Prospect of General Graham and Staff Accompanying General Merritt.

Call Office, Riggs House, Washington, May 12.—It was stated at the Navy Department to-night that the cruiser Charleston would not leave San Francisco for Manila until Saturday, owing to a delay in securing the necessary provisions and munitions of war. The Charleston will be closely followed by the troop transports, under command of Major-General Merritt, who will be Military Governor of the Philippines, and General Otis. It is reported in reliable quarters that General Graham and staff will also accompany the expedition, but some doubt is expressed as to the accuracy of this statement in view of the fact that General Graham will retire in September, and under the terms of the bill recently passed by Congress the services of retired army officers cannot be utilized in the present war. It is quite possible, however, that General Graham may be selected for this service with the understanding that he will be recalled before the date of his retirement.

Indeed, the administration hopes the war will be over before September. General Miles, who has planned to leave Washington to-night for Tampa, will not go before to-morrow afternoon. In the meantime, the troops will be rapidly mobilized at gulf ports and concentrated at Tampa with a view to invading Cuba next Monday. The War Department plans embrace the embarkation of a large portion of the invading force early Monday morning, and their landing on Cuban soil before night of the same day. The departure naturally declines to make public the landing place, further than to say it will be somewhere on that portion of the island lying west of Havana. It would not be surprising if Commodore Schley's flying squadron should receive immediate orders to start for Cuban waters to co-operate with the blockading squadron in de-

fending the military base established by the invading army until the arrival of Sampson, when the big rifles of his battle-ships are expected to be turned upon the defenses of Havana. A message from Admiral Dewey was received by the Navy Department this morning, and it is reported that Secretary Long, who it showed that the doughty American commander was not only master of the situation, but had evidently driven every Spanish soldier from the batteries about Manila, for the cablegram told of the busy work of the American fleet in dismantling the captured Spanish vessels, raising guns from the bottom of the harbor and making salvage of all naval property worthy the effort. In the face of the disquieting rumors received from British sources of indiscriminate rioting in the Philippines, Admiral Dewey's dispatch was most reassuring.

A gallant ensign and four brave sailors of the United States navy were killed yesterday by a Spanish shell that pierced the boiler of the torpedo-boat Winslow in an assault upon the Spanish gunboats and the shore batteries in Cardenas harbor. These are the first casualties on the American side in the war with Spain, and while they have a depressing effect upon the administration, they have only served to strengthen the determination of the President and his advisers to press the campaign relentlessly to a speedy close. A grave feature of the disaster of the Winslow is the fact that the most experienced officers in the Navy Department unite in the opinion that it was a serious error of judgment to send her into Cardenas Bay. Torpedo-boats of her class are but thin steel shells with little power of resistance, and the duty of such vessels is merely to launch torpedoes and retreat. The presence of the Winslow in Cardenas Bay, with its guns of the cruisers and battle-ships. Lieutenant Bernadou, the Winslow's commander, was wounded in the encounter, and it is not probable that he will be taken by the department until he has entirely recovered, but there is a strong disposition in the highest naval quarters to institute a rigid investigation as to the cause of the disaster. This little vessel was exposed to the heavy fire of shore batteries, mounting eight-inch guns.

DR. H. E. STAFFORD DIES AT SALINAS

Succumbs to a Surgical Operation Performed for Appendicitis.

Was Pension Examining Surgeon and Held High Offices in Several Fraternal Societies.

Special Dispatch to the Call. SALINAS, May 12.—Dr. Henry Edward Stafford, the leading physician of this city and county, died at his home here this evening from the result of an operation for appendicitis. He was taken ill on Friday and the disease progressed so rapidly that on Monday Dr. Huntington of Sacramento was summoned by telegraph. He arrived by special train and immediately decided upon the operation, which was performed in the presence of all the local physicians. The patient never rallied, but sank slowly until the end came this evening. At the time of his death Dr. Stafford was pension examining surgeon and also the Southern Pacific Company's physician. He was a past master in the Masonic order, past high priest of the Royal Arch Chapter, past noble grand of the Independent Order of Odd Fellows, past chief ranger in other fraternal and social organizations. He was formerly a school teacher at Salinas in this State, and a member of the Board of Education. He leaves a wife and three children in comfortable circumstances. Dr. Stafford was 47 years old and a native of Canada. The funeral will be held next Sunday under the auspices of the various organizations of which he was a member.

TWO EXTENSIVE FIRES IN CHICAGO.

Large Grain Elevator Destroyed and a Fatal Blaze in a Boarding House.

CHICAGO, May 12.—Grain elevator D, belonging to the Chicago, Burlington and Quincy Elevator Company, was destroyed by fire this afternoon. The losses on building and contents will aggregate about \$1,200,000. The elevator contained 1,115,000 bushels of grain valued at \$890,000, the property of P. D. Armour. The grain was fully insured. One person burned to death, one fatally injured and over a dozen others more or less seriously hurt, were the results of a boarding house fire at 225 La Salle avenue to-day.

JOHN F. BARTHELMAN HANGED AT FOLSOM.

The Wife-Murderer Goes to His Doom Without Uttering a Word on the Scaffold.

SACRAMENTO, May 12.—John F. Barthelman was hanged at the Folsom penitentiary at 10 o'clock this morning. He seemed resigned to his fate and said not a word on the gallows. Barthelman murdered his wife in Los Angeles on November 3, 1886.

SUNDAY SCHOOL WORKERS.

NAPA, May 12.—The morning session of the Sunday-school Association opened with praise service, conducted by Mrs. E. E. Steele. The following were fifteen-minute addresses: "Primary Class Methods," Miss A. O'Neill; "After the Pri-

POPULISTS OF TULARE COUNTY OPPOSE FUSION.

State Convention Delegates Instructed to Keep to the Middle of the Road.

VISALIA, May 11.—The Populists of Tulare County have nominated this ticket: For Superior Judge, Alfred Daggett; Sheriff, A. F. Merritt; Clerk, O. V. P. Day; Assessor, J. F. Gibson; District Attorney, F. B. Howard; Treasurer, E. A. May; Recorder, George E. Avery; Tax Collector, G. V. Reed; Auditor, Claude H. Schmitt. Mrs. Schmitt, who returned from the State Convention to-day, said that the delegates to the convention in this State, and in other fraternal and social organizations. He was formerly a school teacher at Salinas in this State, and a member of the Board of Education. He leaves a wife and three children in comfortable circumstances.

VERDICT FOR DR. SEIFERT.

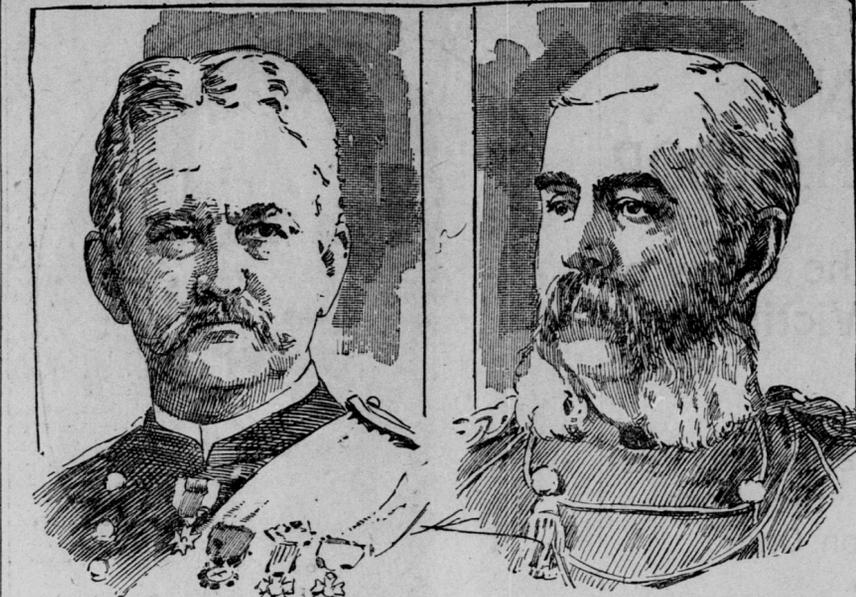
Outcome of a San Jose Case That Has Attracted Great Interest.

SAN JOSE, May 12.—The suit of Grace L. Burke vs. Dr. G. W. Seifert to recover \$25,000 damages for alleged surgical malpractice, which was on trial in Judge Lorigan's court for eight days, went to the jury this afternoon. After a short deliberation the verdict was a full one in favor of the defendant. The case has attracted a great deal of interest among members of the medical profession both here and in San Francisco. The medical witnesses for the plaintiff were all homeopaths, those for the defendant regulars, or allopaths. The plaintiff, a girl of 3 years, was born with a congenital club-foot and dislocation, and as dislocation was not reduced the claim was made that Dr. Seifert, who attended the patient, failed to make a proper diagnosis, and was grossly negligent and careless.

SANTA FE STEAMSHIP LINE.

Vessels Will Shortly Fly Between San Diego and Yokohama.

LOS ANGELES, May 12.—The general offices of the Santa Fe Railroad in this city gave out information to-day that all arrangements have been completed for putting a line of steamers from San Diego to Yokohama in connection with the Santa Fe Railroad. The first steamer will leave San Diego not later than October 1. Chased by a Spanish Torpedo Boat. HALIFAX, N. S., May 12.—Captain Brunst, of the German steamer Sophie Rickmers, reported that while crossing the Newfoundland banks he was chased by a Spanish torpedo boat, which was very speedy and fired three shells at the Rickmers, but the German vessel, being an eight-knot boat, and the weather becoming hazy, she got away. Captain Brunst says the Spanish vessel was a torpedo boat with three funnels and was very low in the water. The Rickmers has proceeded to New York.



MAJOR-GENERAL WESLEY MERRITT. BRIGADIER-GENERAL ELWELL S. OTIS. TO COMMAND IN THE PHILIPPINES.

WILL RUSH REGIMENTS SOUTHWARD

Bids Sought for Transportation by Quartermaster Kimball.

Twenty-Seven Thousand Volunteers Will Join the Regulars for Invasion of Cuba.

NEW YORK, May 12.—Acting under hurried instructions from the War Department, Colonel Amos S. Kimball, quartermaster of the department of the East, sent out to the various railroad and transportation companies a call for bids for the immediate transportation to four Southern points of mobilization of 27,000 troops. The bids will be opened in the office of the quartermaster of the army about noon Saturday.

The men will be ready to start the following day and will reach their destination, leaving the military camps in New York, New Jersey, New Hampshire, Vermont, Connecticut, Massachusetts and Maine.

This will be the greatest move of troops since the Civil War. In all there will be twenty-five full regiments of infantry, four batteries of artillery and the cavalry. The only regulars in the list of troops from this department are the regiment quartered at Fort Ethan Allen, Vermont. This sudden change in the plans of the War Department may have some effect on the contracts for the vessels of the Old Dominion, Clyde and Morgan lines, for which arrangements were made by Colonel Rimstal on Tuesday.

Railroad men estimate that it will take at least 1000 cars and ninety engines to make up the trains to transport the troops.

TAMPA, May 12.—The cavalry regiments from Chickamauga, the first train of which arrived in Tampa late this afternoon, will be encamped in Tampa. A location for the infantry regiments has not yet been definitely decided upon, although it is quite probable they will encamp near the city. The Orizaba line, the big steamer that has been at the quarantine station down the bay for several days, passed into the slip near the coal docks last night and to-day took on a full supply of coal. The work of fitting her for transport duty will be rushed to a conclusion, including the Olivette and Gussie, both of which boats are expected here by to-morrow night. A fleet of eleven transports will be gathered at Port Tampa ready for embarkation. These boats can easily carry a force of from 7000 to 8000 men, with about 2000 horses and mules.

The Salvation Army may furnish a corps of nurses for the army in Cuba. A delegation of Salvation Army leaders from New York, including Mrs. Captain Sam, sent here by Commander Booth-Tucker, has asked General Shafter for permission to send fifteen or twenty nurses, all of whom are said to be trained, with the expedition. Permission was refused, it is said, although it is intimated that after the troops get into Cuba there would be no objection to Salvation Army nurses, should nurses be required.

CHATTANOOGA, Tenn., May 12.—The Second Regiment of Infantry marched from Camp Thomas to Ross-ville station this morning and there boarded the Southern Railway trains for Tampa. The Seventh and Sixteenth Infantry regiments marched nine miles to Ringold, Ga., where the Western and Atlantic trains were taken for Atlanta. The First and Tenth Regiments of Cavalry, originally ordered to New Orleans, but later to Tampa, will get out to-morrow.

The work of removal is progressing more slowly than expected and it is now doubtful if the entire army will be off before Saturday night. Twenty carloads of provisions for the volunteers are arriving daily. Almost every vacant building in the city is being used for storage purposes.

The Soddy Coal Company of this city has received an order for twenty-five cars of coal daily until further orders. Colonel Lee, quartermaster on General Brooke's staff, speaking unofficially, said that the Second Cavalry, which

TAXES FOR THE WAR REVENUE

Finance Committee Reports the Bill to the Senate.

All House Provisions for Bonds and Certificates Are Stricken Out.

WASHINGTON, May 12.—Reports received at Adjutant-General Corbin's office show that up to and including Tuesday 54,732 of the volunteers had been accepted as having the requisite qualifications for soldiers and had been mustered into the United States service.

Major-General Wheeler has been ordered from Chattanooga to Tampa to command the cavalry about to leave for Cuba.

KESWICK PARTIALLY DESTROYED BY FIRE

Half the Business Portion of the Mining Camp in Ashes—The Principal Losers.

KESWICK, Cal., May 12.—The east side of Main street, from Shasta to North was razed to the ground this morning by fire. It originated in a lodging house known as Our House, and is supposed to have been due to the carelessness of an inebricated lodger. The same premises had a narrow escape from fire last week through the explosion of a lamp. Half the business buildings in Keswick were destroyed. Nothing could be done to stay the flames, for the town has no fire company or water works. The total loss is \$200,000 and the insurance is light.

The buildings were all frame structures. The property destroyed included five saloons, two restaurants, two livery houses, a barber shop and three stores. The Keswick Hotel, the largest and finest building in the village, escaped with slight damage to the front. It was thought a piano player named Smythe had been burned, but after the ruins had been searched for three hours Smythe turned up.

Keswick has been a town of phenomenal growth in two years. It has grown from nothing to a town of 1200 population. The buildings destroyed were of the character usually erected in new mining towns.

The following are the principal losers: Moore & Marx, saloon building, \$800; insurance \$600; McCarthy & Gillespie, two-story lodging house, insured; Lewis & Calvin, saloon building and stock, \$3400; insurance \$2000; Rumsburg Bros., general merchandise, insurance \$500; McCandless & Patterson, saloon and lodging house, \$5500; insurance \$2000; W. B. Eisman, saloon building, \$500; insurance \$200; Van Deventer & Cummings, saloon, insurance \$850; John Morrissey, two-story saloon and lodging, \$400; insurance \$1200.

RAILROADS AND THEIR EMPLOYEES.

WASHINGTON, May 12.—After a prolonged discussion the Senate this evening passed the bill "concerning carriers engaged in interstate commerce, and their employees," popularly known as the railway arbitration bill. The most important amendment to the measure was that offered by Hoar of Massachusetts, which provides that courts shall issue no injunction against railway employees which shall compel them to give their personal services to a company against their will. On the final vote only three Senators—Money of Mississippi, Rawlins of Colorado and Sherman of California—were recorded against the bill.

A bill was passed removing all disabilities against the construction of persons who were at one time engaged in rebellion against the United States. The measure was reported to the Senate, and notice was given that it would be taken up next Monday for consideration.

OF COAST INTEREST.

WASHINGTON, May 12.—The Senate proposition to decrease the number of mail deliveries in the larger cities (including San Francisco) to four has been disagreed to by the conference committee, which leaves the law as it is at present.

The House River and Harbor Committee today unanimously reported Representative DeVries' resolution making available immediately the \$4000 now to the credit of the San Joaquin River and the Stockton and Mormon Channels and providing for a survey of these waterways, with a view to providing a permanent plan for their improvement.

TAXES FOR THE WAR REVENUE

Finance Committee Reports the Bill to the Senate.

All House Provisions for Bonds and Certificates Are Stricken Out.

WASHINGTON, May 12.—The President to-day sent the following nominations to the Senate:

War: to be inspector-general, with rank of major-general, Jesse E. Brien, Ninth United States Infantry; Henry C. Ward, Sixteenth Infantry; George S. Anderson, Sixth Infantry; Earl D. Thomas, Fifth Cavalry; Alex. Rodgers, Fourth Cavalry; John A. K. Davis, First Cavalry; James Parkes, Fourth Cavalry; Philip Reed, Third United States Infantry; Thomas Woodruff, Fifth Infantry; Benjamin Cheser, Sixth Cavalry; Joseph W. Burn, Tenth Infantry; Stephen G. Mills, Twelfth Infantry; Herbert J. Stocum, Seventeenth Infantry; C. R. Edwards, Fourth Cavalry; William F. Duval, First Artillery; F. Craigton Webb, New York; Russell B. Harrison of Indiana; Harry C. Benson, Fourth Cavalry; Joseph F. Strang, Second Cavalry; Joseph H. Brown, Second Cavalry; C. R. Edwards, Twenty-third Infantry; D. D. Sturgis, Fourth Artillery; E. R. Eber, Second Artillery; John W. C. Cannon, Pennsylvania; George H. Hopkins of Michigan and John A. Logan of Illinois.

To be assistant adjutant-generals, with rank of captain—John A. Logan of Illinois; Captains Charles Penny, Sixth Infantry; John W. Matthews, Second Cavalry; Andrew C. Martin, Oscar F. Long, Guy Howard, Frederick von Behrander, J. E. Sawyer, Frederick von Behrander, J. E. Sawyer, Thomas Cruise, all assistant quartermasters, First lieutenants Eugene F. Ladd, Ninth Cavalry, and William A. Wadsworth of New York.

To be assistant adjutant-generals, with rank of captain—J. B. Freeman, Third Cavalry; C. M. Truett, Twenty-first Infantry; J. B. Freeman, Second Artillery; E. Beach, Third Infantry; H. C. Carbaugh, Fifth Artillery; J. B. McDonald, First Artillery; J. B. McDonald, Second Artillery; J. B. McDonald, Third Artillery; J. B. McDonald, Fourth Artillery; J. B. McDonald, Fifth Artillery; J. B. McDonald, Sixth Artillery; J. B. McDonald, Seventh Artillery; J. B. McDonald, Eighth Artillery; J. B. McDonald, Ninth Artillery; J. B. McDonald, Tenth Artillery; J. B. McDonald, Eleventh Artillery; J. B. McDonald, Twelfth Artillery; J. B. McDonald, Thirteenth Artillery; J. B. McDonald, Fourteenth Artillery; J. B. McDonald, Fifteenth Artillery; J. B. McDonald, Sixteenth Artillery; J. B. McDonald, Seventeenth Artillery; J. B. McDonald, Eighteenth Artillery; J. B. McDonald, Nineteenth Artillery; J. B. McDonald, Twentieth Artillery; J. B. McDonald, Twenty-first Artillery; J. B. 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