

TEN THOUSAND TROOPS IN CAMP

Monterey Ordered to Join Dewey's Fleet.

Cruiser Charleston Off Red Rock All Ready to Sail.

ANY messages passed over the wires between Washington and San Francisco yesterday. It is known that General Otis, U. S. A., wired a plain statement of facts and received additional instructions, but the news in this respect was closely guarded. Last night it was said that the Peking would not sail in advance of the City of Sydney and Australia, but that the three vessels would go as a fleet under proper convoy.

The regiment of Oregon volunteers now encamped at the Presidio stands a fine chance of going with the first expedition. The Call ascertains that the troops already assigned for the Manila expedition are the Oregon volunteers, the First and Seventh California regiments of volunteers and the Fourteenth United States Infantry. It is definitely decided that the Sixth California and the Washington volunteers are to remain here for Pacific Coast defense. The Fifteenth United States Infantry ordered to this city will join the expedition to the Philippines. The Government will accept the eight companies of the Sixth California Volunteers as a regimental organization.

The happiest men in San Francisco yesterday were the crew of the Monterey. When the news that the coast defense monitor had been ordered to Manila was made known the men forgot discipline momentarily and gave three hearty cheers. It will take about four days to coal the Monterey and get her ready for the long voyage to the Philippines. As soon as she has been fitted out an immediate start will be made for Honolulu. From the latter port a coal-laden vessel will accompany the monitor to Manila in order to keep her bunkers supplied on the way.

It is said that the Government is negotiating with Rosenfeld's Sons for the charter of the big collier Peter Jensen. The latter is now on her way here with a load of Nanticoke coal, and should the negotiations be carried to a head the Jensen will proceed to Honolulu with her load. Incidentally she and the Monterey might go down in company.

The Monterey is at present commanded by Lieutenant Commander James W. Carlin, a gallant officer, who possesses fine executive abilities. If he is not assigned to the command of the vessel he will surely hold an important station aboard the monitor. He is well acquainted with the Monterey, and places a high estimate on the fighting qualities of the vessel. With the Monterey added to Dewey's fleet and the guns of Cavite manned by American artillerymen Admiral Dewey would be able to stand off the entire Spanish navy in Manila harbor. The Monterey can carry sufficient coal to steam to Honolulu directly from this port. It may be necessary to take coal on the decks, but going from this harbor to San Diego and recouling at the latter port the run can be made to Honolulu with ordinary storage of coal. From Honolulu to Manila the monitor would require a tow or a collier.

Rear Admiral Miller, U. S. N., and Adjutant General Barrett held a conference yesterday in accordance with a suggestion from the Secretary of the Navy. The exchange of views is likely to bring the Naval Reserve of California into active service. On the part of California General Barrett tendered to the admiral six hundred capable reserve men for any duty that may be demanded.

The United States cruiser Charleston left Mare Island for Manila yesterday at 11 a. m. When Red Rock was reached a stop was made in order to adjust the compasses, but before the work was half accomplished the fog shut down, and the officer who had been sent ashore to tally the observations had to be recalled.

It is expected that at 5 o'clock this morning steam will be got on the cruiser, and that shortly after that hour she will be under way and speeding toward the Golden Gate.

Early yesterday afternoon nearly 5000 people gathered at Point Lobos to

see the Charleston pass out. Hour after hour they waited until the fog began to settle down, and finally, when the entrance to the harbor was covered with a dense pall, they gave it up in despair and returned to the city. From here the Charleston goes to Honolulu, where she will await the arrival of the troops from the City of Sydney and Australia. During her stay at the islands she will lay in a supply of coal and the machinery will receive a final overhauling. Then when the troops arrive and are fitted out it will be again "Ho! for Manila."

According to advices received by the

formidable monitor in the world, yet she combines with the enormous offensive and defensive qualities of the monitor type a seaworthiness that is almost phenomenal. The Monterey is described technically as a barbette turret, low free board monitor of 4000 tons displacement. She is 256 feet long by 59 feet beam and 14 feet 6 inches deep. She carries in two turrets, surrounded by barbettes, two 12-inch and two 10-inch guns, while in her superstructure between the turrets are mounted six 6-pounders, four 1-pounders and two Gatlings.

The turrets are 7½ inches thick and surrounding the barbettes are 14 inches and 11½ inches of steel, and against the armor all the batteries in Manila might thunder away without effecting an entrance.

The Monterey's personnel is 13 officers and 172 men, and once she is in the entrance of Manila harbor nothing in the shape of a navy would be likely to budge her from her position. Her dispatch may have an important bearing upon the Spanish Government so openly published of sending reinforcements to Manila.

The only doubt as to the feasibility of sending the Monterey is her small

MONITOR FOR THE PHILIPPINES.

WASHINGTON, May 21. — The Navy Department at 4 o'clock posted the following bulletin:

"The U. S. S. Monterey has been ordered to Manila to reinforce the Asiatic squadron."

coaling capacity. She has bunker room for only 200 tons of coal, and though more might be stored on her decks it is doubtful whether she could at the utmost carry more than enough coal to take her to Honolulu, one-third

SOLDIER GUESTS AT THE LURLINE BATHS.

One gracious courtesy which the soldiers will appreciate has been extended by the management of the Lurline Baths at Bush and Larkin streets. To-morrow this institution will be open without charge to the boys wearing the uniform of Uncle Sam. They will need no other credentials. Suits, towels and the freedom of the place will be theirs. From 7 in the morning until 10 in the evening they can have full sway. Naturally, a swim will be a luxury to the boys who have been sleeping in tents or are still cramped as the effect of long rides across the country. The baths are easily reached by the Larkin or Sutter street cars, or by a pleasant walk. There is no doubt but the great pool will be crowded to-morrow, and it is hoped that officers will not only partake of the benefits offered, but permit their men more than ordinary freedom in the matter of leave from camp.

As soon as possible Mr. Scott sent to the navy yard 3500 new tubes, and after repairs were made the Charleston had 1000 tubes to spare in case any more leaks should be found. Mr. Scott says that there is not likely to be any more trouble with the machinery of the big cruiser. Yesterday he received the following letter from one of the prominent officers of the navy yard, which is self-explanatory:

"I have to acknowledge the receipt of the condenser tubes. The accommodation in furnishing these tubes at such great inconvenience to yourself and the promptness with which they were delivered enable the Charleston to proceed upon her trip to Manila with but little delay, and the energy displayed by the Union Iron Works merits the highest commendation. I thank you in behalf of the Navy Department for your valued services in this emergency."

KANSAS AND MINNESOTA

Arrival of Stalwart Troops From the Middle West.

With the arrival of 3000 more troops from beyond the Rockies yesterday, 10,000 troops of the Philippine invading army

H. Friedrich, E. S. Bean and A. M. Diggle; Major R. J. Fitzgerald, surgeon; Lieutenants Lay and Ichlie, assistant surgeons; Captain C. A. Cresley, chaplain; Lieutenant Ed. G. Falk, regimental adjutant; Lieutenants Mead, Garcelon, Combs, battalion adjutants; Lieutenant W. H. Hart, quartermaster.

Company A—Captain, W. S. McWade; first lieutenant, Roy Pearce; second lieutenant, John Donaldson.

Company B—Captain, Frank B. Rowley; first lieutenant, Henry Keller; second lieutenant, Donald Fitzgerald.

Company C—Captain, N. C. Robinson; first lieutenant, C. G. Brulk; second lieutenant, J. T. Inow.

Company D—Captain Charles E. Metz; first lieutenant, M. L. Merrill; second lieutenant, H. W. Tennyson.

Company E—Captain C. T. Spear; first lieutenant, Charles A. Clark; second lieutenant, C. R. Trowbridge.

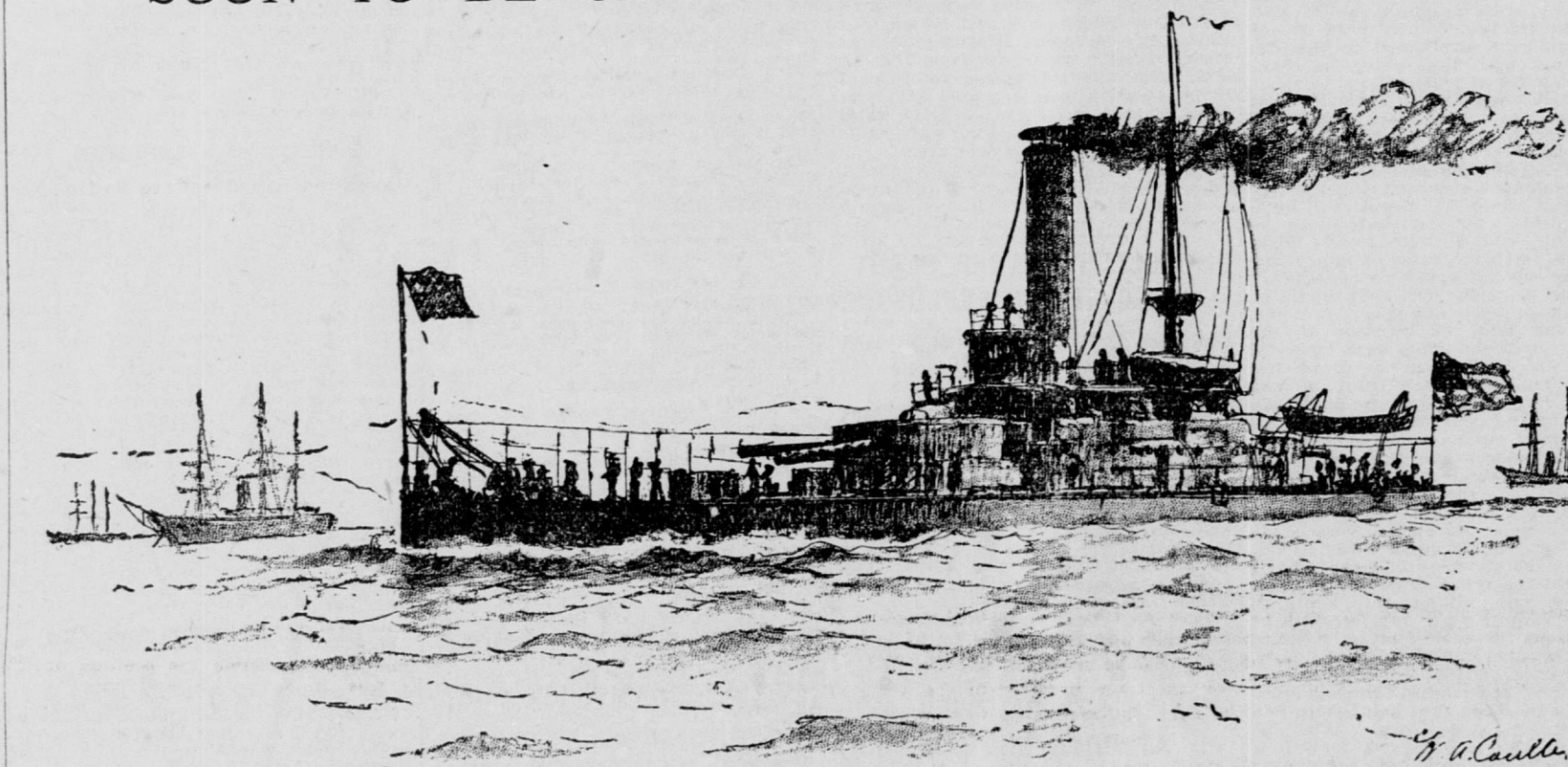
Company F—Captain W. A. Carlton; first lieutenant, C. N. Clark; second lieutenant, C. L. Stone.

Company G—Captain O. F. Subach; first lieutenant, F. A. Morley; second lieutenant, E. S. Mellinger.

Company H—Captain A. W. Bjornstad; first lieutenant, F. G. Sauler; second lieutenant, D. H. Whitney.

Company I—Captain F. F. Corriston;

SOON TO BE SLIPPED ON THE SPANIARDS.



THE POWERFUL COAST-DEFENSE MONITOR MONTEREY, Ordered to Proceed to Manila to Re-enforce Admiral Dewey's Fleet.

Southern Pacific two trains, bearing light batteries, from Utah, will arrive early this morning. One train carries guns and horses and the other brings the artillerymen.

A battalion of troops from Boise City, Idaho, should arrive early this morning. The train bearing the battalion left Portland last Friday night. The Tenth Regiment Pennsylvania Volunteers leaves Ogden to-day for San Francisco.

THE MONITOR SENT TO MANILA.

Official Orders Which Add a Tower of Strength to Dewey's Fleet.

Call Office, Riggs House, Washington, May 21.

The news event of the day with the Navy Department was the dispatch of the order for the Monterey to proceed to Manila to re-enforce Admiral Dewey's fleet. The Monterey is a tower of strength in herself, and her addition to Admiral Dewey's force, together with the dispatch of thousands of troops to Manila, is ample evidence that the administration has assumed no half-hearted attitude toward the Philippine question and is determined to take no chance of dispossession until such time as the United States itself has arranged for the disposition of the islands.

The Monterey is probably the most

of the way to the Philippines. It is probable that the Monterey will go in convoy, and after exhausting the coal that she takes on in Honolulu she must either be towed about 2000 miles of her trip or perform the difficult operation of coaling at sea.

CHARLESTON ALL RIGHT.

No More Fear of Her Machinery Getting Out of Order.

The publication in the Bulletin a few evenings ago of an uncalled for and unjust criticism of the cruiser Charleston has brought to the front any number of reliable men who are willing to make oath that the vessel is one of the best of her kind afloat, and that only the best of material was used in her construction. One of these is E. H. Port, who at the time the ship was being built was in the employ of the Government, and he tested every particle of material that was used. He declares that better material could not be found than is in the ship. Being the first of the kind turned out by the Union Iron Works, the Scotts were insistent that no shoddy should be used. Henry T. Scott has received several letters from the officials at Mare Island navy yard relative to the Charleston putting back after making the start for Manila.

One of the officials stated that the bad condition of the condensers, the cause of the return, had been exaggerated. There were only eleven tubes that leaked, six on the starboard and five on the port side. These tubes come from the East, and no work of this kind is done on this coast.

are now located in this city. They began to come in by the first boat from Oakland, and 10:30 a. m. the last detachment was landed at the foot of Market street. They reached Oakland last evening and during the night, so it was merely a matter of running the trains down the Mole and marching on the boats in the morning. This was accomplished as expeditiously as the Southern Pacific can accomplish anything in the way of transportation it undertakes.

The first to arrive was a battalion of the Thirtieth Minnesota, the best equipped regiment that has reached San Francisco so far, and they are willing and anxious to match themselves against the famous Tenth Pennsylvania, which is on the way here. Early as the hour was—9:30 a. m.—the ladies of the Red Cross Society were waiting to receive them, and as soon as arms were stacked the men were marched into the baggage room, where they were served with hot coffee, sandwiches and the like in abundance.

The next boat brought over the Third Battalion of the Twentieth Kansas, the other two battalions having gone into camp Friday night. These were followed by the remainder of the Thirtieth Minnesota, and by 8:30 o'clock the last of them had been fed. Line was formed with the Thirtieth Minnesota and the battalion from Kansas, and headed by the Merchants' Association band, and the fine band of the Minnesota troops, the march to the old race track was begun. Companies A, B, C, F, I and J of the Thirtieth, are from Minneapolis, C, D, E and H from St. Paul, G from Red Wing, K from Sullwater, and M from St. Cloud. Including its band, the regiment numbers 1038 officers and men. The officers are as follows: Colonel C. McC. Reeve; lieutenant colonel, F. W. Ames; majors, J.

First Lieutenant W. J. Byrnes, Second Lieutenant J. F. Chambers. Company K—Captain Joseph P. Master-son, First Lieutenant J. F. Walsh, Second Lieutenant George H. Graft. Company L—Captain A. S. Morgan, First Lieutenant H. D. Lackore, Second Lieutenant I. R. Scott. Company M—Captain James McKelvey, First Lieutenant L. D. Bruckert, Second Lieutenant H. J. Linperch.

The officers of the Kansas battalion were given in yesterday's Call.

THE FIRST COLORADO.

Volunteers From the Centennial State Join the Column.

Scarcely had Kansas troops started up Market street than the first detachment of the First Colorado Infantry landed at the ferry. This regiment is about as well equipped as the Minnesotan, and every man is a born fighter. While the First Battalion was being cared for by the Red Cross Society, the Second Battalion, headquarters and band arrived. They, too, were amply provided for, and by that time the last of the regiment was on the beach. By 10:30 a. m. the regiment was ready to go to camp, but its tents were missing. The baggage came through with the regiment, and all but the tents were landed at the ferry. As it threatened to rain, the officers did not care to expose the men needlessly, so they were held at the ferry until nearly 1 o'clock. Finally the tents were located at Second and Townsend streets, having been sent across on the freightboat. Trucks were dispatched for them, and the regiment started for camp, including the twenty members of the band, the regiment numbers over 1000 officers and men. The roster of officers is as follows:

Colonel Irving Hale, Lieutenant-Colonel H. B. McCoy, Majors C. M. Moses and Charles H. Anderson; Major Clayton Parkhill, surgeon; Captain J. F. Kemble and Lieutenant C. E. Locke, assistant surgeons; Lieutenant A. McD. Brooks, adjutant; Lieutenant Charles S. Howard, commissary; Lieutenant W. B. Sawyer, quartermaster; Captain David L. Fleming, chaplain.

Company A—Captain J. S. Stewart, first lieutenant, W. F. Doerfenbach, second lieutenant, S. E. Thomas. Company B—Captain F. W. Carroll, first lieutenant, Charles Lewis, second lieutenant, C. S. Hooper. Company C—Captain E. E. Booth, first lieutenant, William H. Sweeney, second lieutenant, W. P. Bidwell. Company D—Captain J. D. Taylor, first lieutenant, George Bortan, second lieutenant, Albert Luther. Company E—Captain, Kyle Rucker; first lieutenant, C. W. Leithrop; second lieutenant, W. Means. Company F—Captain, R. G. Comings; first lieutenant, S. Houghton; second lieutenant, V. G. Riggs. Company G—Captain, D. P. Howard, first lieutenant, C. Brown; second lieutenant, W. E. Burke. Company H—Captain, Charles Eastman; first lieutenant, C. H. Wilcox; second lieutenant, F. L. Peres. Company I—Captain, William R. Grove; first lieutenant, C. H. Hilton; second lieutenant, C. O. Zollars. Company J—Captain, William A. Cornell; first lieutenant, W. J. Vannice; second lieutenant, Ralph Lacey. Company K—Captain, David La Salle; first lieutenant, Frank O'Keefe; second lieutenant, F. N. Bellou. Company L—Captain, C. C. Spouter; first lieutenant, Charles H. Sleeper; second lieutenant, W. H. Gowdy. Closely following the First Colorado, came the battalion of four companies from Wyoming, typical plainsmen, every man of them, whose beef is that they can ride the meanest bronco ever saddled, rope more cattle in a day than any other crowd in the army; sleep on the open prairie and cook their own meals—if they have any to cook.

The battalion is commanded by Major

Noble Men From the Middle West.

Minnesota and Colorado Volunteers in the Rain at Richmond.

Frank M. Foote, adjutant, J. D. Gallup, Lieutenant Morrison, surgeon. Company C, Buffalo—Captain, Thomas Millar, first lieutenant, J. D. Gallup, second lieutenant, L. Cheever. Company F, Douglass—Captain John D. O'Brien, first lieutenant, J. Coburn, second lieutenant, J. D. Rouse. Company G, Sheridan—Captain C. D. Wright, first lieutenant, H. B. Howe, second lieutenant, Johnson Morgardidge. Company H, Evanston—Captain E. B. Hottenhouse, first lieutenant, J. R. Olden, second lieutenant, G. F. Past. Fully equipped and with plenty of field ration, the battalion finished breakfast provided by the Red Cross and ready to proceed to camp, following the First Colorado out Market street. The line of march was filled with people, who cheered the strapping mountaineers and plainsmen to the echo. Officers and men spoke of the noble efforts of the ladies by giving them rousing cheers.

SIGNIFICANT ORDERS.

Troops Getting Ready to Break Camp at the Presidio.

It is talk among the volunteers that to-night will be the last night of the First Regiment in camp at the Presidio. The First California, the Oregon regiment and twenty-five men each from Companies A and D of the Heavy Artillery, under the command of Captain Geary, may break camp to-morrow morning, and sail from San Francisco Monday night on the City of Peking, the City of Sydney and the Australia, with the Monterey accompanying them as a convoy. The two detachments from the Heavy Artillery and Colonel Summers of the Oregon regiment have been unofficially informed that they are expected to break camp to-morrow morning. The official orders will doubtless be received by Colonel Smith and Captain Geary to-day.

Colonel Smith, while he has not been officially ordered to do so, expects and is prepared to go aboard the City of Peking to-morrow. All day yesterday he was busy seeing to the hauling of supplies to the vessel. All company property was removed from camp, and it is known that the field orders of the First have been called for.

General Otis all along has been fighting to have the three transport vessels sail together, and it now looks as if he had carried his point and that the three companies need not sail to-morrow night.

Major Robe of the Fourteenth has received no orders yet as to when he must leave, but he said yesterday that he thought his battalion would be ordered to leave to-day or to-morrow. It is impossible to get accurate information from the various commanders, for they are not sure what the Government's intentions are, and the only fact they are conscious of is that the

be cruelty to place cattle in. Their field rations are exhausted, and except for the Red Cross Society, they would be compelled to march to camp on empty stomachs, pitch camp and cook beans and coffee before they could break their fast. More heroic work was never done than that performed daily by the committee at the ferry depot, but their labors must cease unless contributions are sent in and at once.

Three thousand men were fed yesterday between 6:30 a. m. and noon, and a hungry lot—or more grateful—could not be found. Several times provisions ran short and hurried raids had to be made on neighboring restaurants. The latter responded promptly, and the ladies managed to feed all the troops. Had an other regiment come in during the day, however, it would have fared poorly.

More troops are to arrive, and must be fed. People living across the bay, as well as San Franciscans, can aid in the good work by sending sandwiches, cold meats, cake, pies, etc., to the Red Cross Society at the ferry building.

CARE OF SICK SOLDIERS

Drs. Bunnell, Hill, Hartley, Zabala and Diggins were kept busy with sick soldiers at the Harbor Receiving Hospital yesterday morning. Many of the men were suffering with a fever, and were sent to the French and St. Luke's hospitals. Steward Grau of the hospital corps that came along with the troops was treated for a lacerated wound of the finger, and O. S. Taylor of Kansas for a contused wound of the left hand. The others who were taken care of were: Roy Kenyon, Herbert Hull, J. J. Hickman, E. W. Lazell and George Darrell of Colorado; Paul Irvine Zimmerman, Fred Holmes, J. A. Fisher, J. H. Fides, W. G. Reid and John Johnson of Minnesota, and Thomas Brown and E. Bowker of Wyoming.

Duncombe's ambulance was placed at the disposal of the Red Cross Society and moved nearly all the patients to the hospitals.

Jack Tracey, the driver of the Harbor Hospital ambulance, refused to cross the bay in order to bring over some of the patients. Dr. Diggins, from motives of patriotism and humanity, turned driver, as well as doing duty as surgeon, and assisted in moving the sick men. When Tracey was told that he was driving the ambulance he would have been driving he wanted to teach the surgeons who accompanied the sick soldiers how many should be put into the ambulance. If he had been given his own way, all the sick men would have been packed in like sardines, and he would then only have had to make one trip.

During the altercation that followed, Tracey got so abusive that Captain Petzenger of the State tug Governor Markham interfered and knocked the driver down. For a time the hospital was more like a prize-ring than anything else, and the scene was only restored when General Barrett, he having made some arrangements with General Merriam for

An examination at the Receiving Hos-

FLOWERS FOR THE BRAVE.



Decorations Bestowed by California.

signal of "On to Manila" may come at any moment. Colonel Smith held a final inspection of the regiment yesterday afternoon, in heavy marching order.

The band of the Seventh Regiment received its uniforms yesterday from General Barrett, he having made some arrangements with General Merriam for issuing the same.

BRING ON SUPPLIES.

More Provisions Needed to Maintain California's Record for Hospitality.

"More provisions" is the cry sent up by the Red Cross Society, and the cry must be heeded by the citizens if they would retain California's fair reputation for hospitality. Troops arrive here after a trip across the continent in cars that it would

pital by Dr. Bunnell showed that Hickman was suffering from nausea, Hull from rheumatism, Lazell, Darrell, Johnson and Bowker from tonsillitis, Kenyon from earache, Holmes from bronchitis, Brown from neur-algia, Reid and Zimmerman from pneumonia.

The Staff of General Otis. According to general orders the following officers are announced as constituting the present staff of General Otis:

First Lieutenant F. W. Sladen, Fourth Infantry, aid-de-camp and acting chief ordnance officer.

Major Thomas H. Barry, adjutant general.

Major Francis Moore, Fifth Cavalry, acting chief quartermaster.

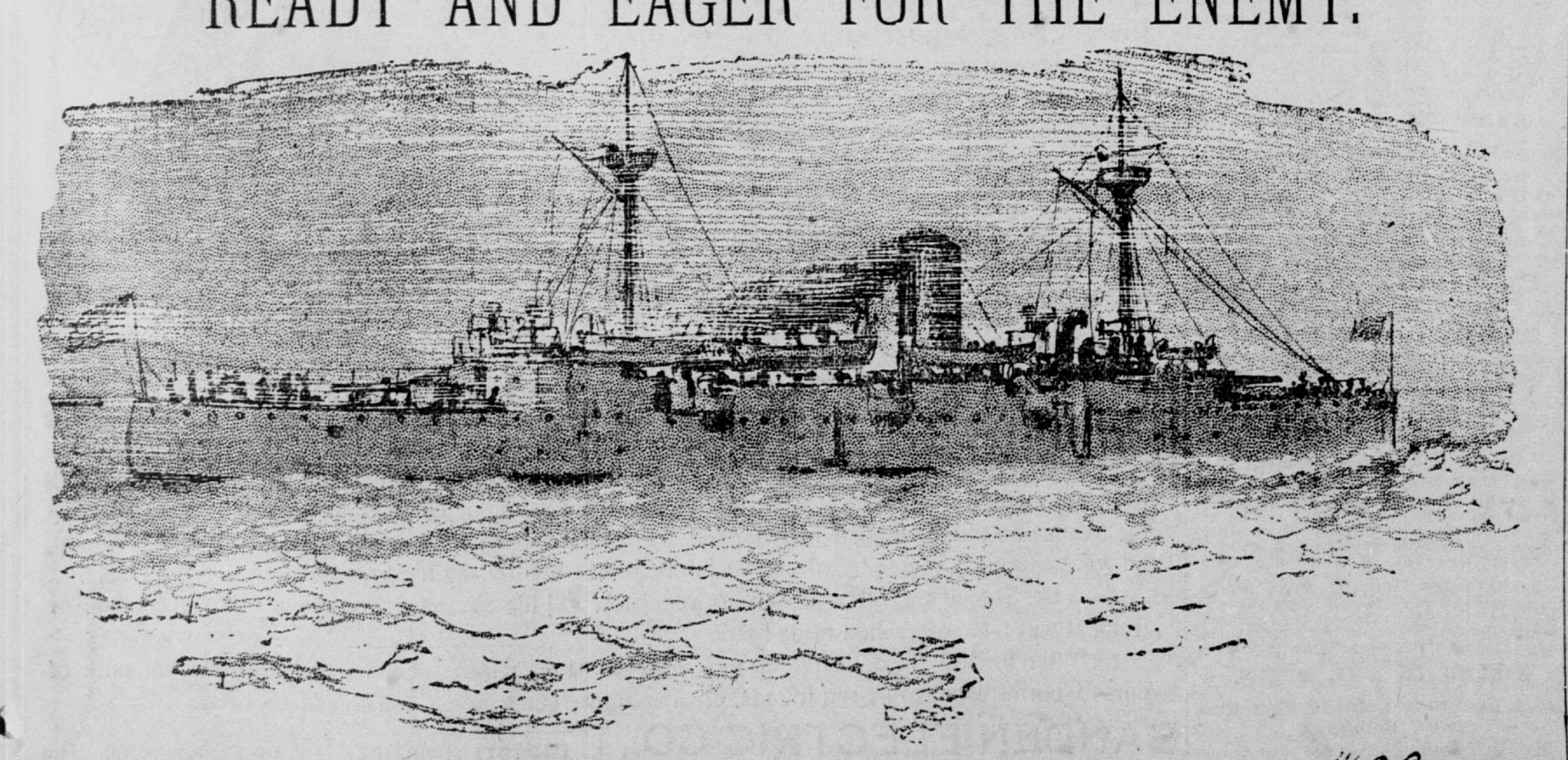
Major Robert H. White, surgeon United States army, chief surgeon.

Captain John S. Mallory, Second Infantry, acting inspector general.

First Lieutenant Charles L. Potter, corps of engineers, engineer officer.

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READY AND EAGER FOR THE ENEMY.



UNITED STATES CRUISER CHARLESTON in the Bau Off Red Rock, Ready to Sail for Manila.