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MISTAKE OF THE GOVERNMENT IN BUILDING TIMBER DOCKS-INFLUENCES WHICH LED TO IT-WHAT IT HAS COST.

Washington, Nov. 20 (Special) .- In order that the "fleet in being"-the fleet on guard at sea-may be preserved in a condition of maximum efficiency, a cardinal requirement is that its ships shall have clean hulls. A foul bottom injures a vessel's usefulness in two vital ways; first, by affecting its. speed, and second, by reducing its steaming radius. The policy of Congress has been heretofore to build unsheathed ships. The naval force which lay York, which is very deep. off the Cuban coast and that which fought in Manila Bay suffered, therefore, in its brief se-vice a most rapid deterioration in speed and coal endurance-a loss which in the event of a prolonged war would have had a marked and probably a serious effect. All ships, with or without sheathing, require periodical decking for examination, cleansing and repair. As a general principle, then, it may be stated that the growth of the fleet and the expansion of the system of drydocks should go

The Government of the United States is far behind the other first-class Powers of the world not only in the number, but in the character, of its drydocks. Out of the eleven which it now controls and operates only four are of masonry.

DOCK CONSTRUCTION ABROAD.

In the other navies of the world drydocks are of the most permanent character, and are almost invariably constructed of masonry. In fact, no single instance is now recalled in which any nation has constructed a graving dock for its navy of any other material. The German Government was recently about to sub-idize such a dock, to be built in that country and to be capable of accommodating the largest vessels of its fleet. When, however, the dock company proposed to use timber as the material Government aid was refused the enterprise, and it was only upon condition that the dock be of masonry that the subsidy was finally granted. The preference for masonry docks abroad extends largely to private corporations. In England all great modern works of this character now building are so constructed. Those already completed upon the Thames and other rivers, in which wood is used to some extent, are old and of moderate size, and the timber is only one feature of the dock, and not a particularly distinctive one. Such docks almost invariably embody in their structure large amounts of masonry, concrete or brickwork, and the timber is used, to a greater or less extent, for lining only.

Efforts have been made persistently from time to time before Congressional committees to show that the timber dock is the only proper type for they decayed and became unserviceable. this Government to build; that it is cheaper in first cost and in maintenance thereafter, and that It has superior merits in use-the final conclusion from this peculiar and ex parte reasoning being that the Nation should never again construct a dock of masonry, a conclusion which the experi- drydock, which when the reed of more docks apence of the Government with timber docks in respect to stability, safety and cost of repairs would seem to expose as wholly fallacious.

FIGURES THAT MISLEAD With regard to the relative cost of repairs, tables

have been presented by the persons interested in the building of timber docks to prove what would seem to be a manifest absurdity, namely, that the cost of repairs to stone docks is much greater than to those of timber. Analyses of these tables show that although their constituent items are correct the arrangement of these items is such as to leaf to a deceptive conclusion. The expenditures upon the stone docks, which are included, have covered a long term of years, and have been not only upon repairs, but upon new calssons, modern pumping plants and many other accessories, the repairs proper to the distinctive feature of the docks-i. e., the stone or concrete masonry-not having been considerable, excepting in a single case.

This exception is the stone dock at the Navy Yard, New-York, which when about forty years old received an outlay of approximately \$100,000which outlay included, however, the relaying of a large portion of the masonry at the entrance and also considerable work upon the pumping plant. On the other hand, the stone docks at Boston and Norfolk, which were completed sixty-five years ago, have had only the slightest repairs to their masonry; and on the Mare Island dock, which was opened for use in 1881, such repairs have amounted to practically nothing, although in the table referred to, which was presented to the naval committees of the two houses, an endeavor was made to show that repairs upon this dock were most extraordinary in extent, considering its length of service. It may be noted, further, that at the time these labular comparisons were made not one of the timber drydocks of the Navy had reached the age of ten years, and that therefore their service. had been too short to determine, even approximately, the extent and cost of repairs for the

EXPENSE OF MAINTAINING TIMBER DOCKS.

The Government has learned and to its cost is learning daily the great expense of maintaining in safe condition these timber drydocks. The outlay of \$170,000 upon Drydock No. 3, at New-York, within a year after its completion; the expenditure of \$300,000 upon Drydock No. 2, also at New-York, when only eight years old, the outlay of \$40,000 or \$50,000 upon the timber drydock at Norfolk before it is ten years old, and of a still greater sum upon that at League Island-these may fairly be taken as examples of the bills which the Nation must foot as a penalty for its unwisdom in constructing docks of wood. It should be remembered, further, that the timber docks have not yet reached the age when their calssons must be renewed, and when their pumping plants have so far deteriorated as to require extensive repairs or replacement by more modern machinery. When this stage in the history of the wooden docks is reached, and these large items are entered under the head of "Repairs," the makers of the comparative tables referred to will find it impossible to explain the logic of their figures and somewhat difficult to give the motive for their formulation.

The repairs to docks belonging to private corporations have been cited frequently as examples of the small expenditure to which the Government would be subjected in the maintenance of wooden docks. As to this line of reasoning, it may be said that it is exceedingly difficult to ascertain the cost of repairs to such private docks, although it is known as to some-notably those at Boston and Brooklyn-that the aggregate amount has reached a very large sum. Moreover, these docks are not maintained in as good and safe a condition as naval docks are or will be kept. Finally, there is a structural difference of vital importance between the docks referred to and those now building for the Government, in that because of the great draught of naval vessels National docks are much deeper, as a rule, than those for private corporations. Every toot of depth in the case of a timber dock means a great increase in the element of instability. Stone docks have not been built for private use in this country because of their comparatively large first cost, because the depth so far required is moderate, and because timber is plentiful and cheap. With a proper growth in the amount of merchant shipping and in the size of merchant steamers, the disappearance of the timber dock for private use is only a

question of time. MASONRY DOCKS SAFER.

With regard to stability and safety, the advantage lies unquestionably with the dock of masonry. For its stability the structure depends upon its weight; stone or concrete gives it that weight, and since these materials when properly embodied will last for centuries that weight can never be lost. Such docks are most substantial and durable, there is no danger of disastrous leaks or sudden irruptions endangering their contents, and ships placed in them can be regarded as wholly secure, both 28 to themselves and as to mechanics at work upon them.

With the wooden dock the case is different. For stability and safety it does not rely upon its weight to preserve its form and to prevent the waters of the harbor from breaking through. Such a dock has a thin veneering, the size of the excavation, held down by piles driven into the soil, to which piles the timbers are bolted. Cases frequently occur in which this interior lining to a greater or less extent is forced loose from its fastenings and large bodies of water enter. At such a time the only safety lies in an immediate flooding of the dock, that the passage of the water may be stopped and great damage to the structure prevented. Furthermore, as has been shown, the increase in depth of a timber dock brings with it an element of grave danger, since from its design and construction it is not well adapted to resist the hydrostatic pressure of the water, a pressure which tends to collapse it or start leaks in its interior. This has been shown recently in Apollinaris

Served at State Dinners given by the Queen.

The beverage of the select world.

a notable and most disastrous way by the leak which started in the timber drydock No. 3 at New-

THE HISTORY OF THE STONE DOCKS. It may be of interest to review briefly the history of the docks of earlier years, when for such uses so cheap and meretricious a material as timber had not been dreamed of for construction. In the early twenties ships had attained a size which made it advisable to seek some other means of docking than that of hauling them up on slipways or railways. By authority of Congress the Government called into its service Colonel Loammi Baldwin, of Boston, an eminent civil engineer of work of this character by personal examinations abroad. Colonel Baldwin was instructed to prepare plans for two docks, one to be located at the Navy Yard in Boston, the other at the Norfolk Yard. He fixed upon designs which provided for structures of the finest class of granite masonry and of the most substantial and permanent character.

These docks were begun in 1824 and were completed in 1833 and 1834 respectively. They stand to-day splendld and enduring examples of masonry construction, of the skill of their designer and builder, and of the wisdom of the Navy Department in calling him to its service and in approving his recommendations. Although now sixty-five years old, they are still in constant use, have had repairs to the docks proper of but slight extent, and at moderate expense for work now necessary they give promise of endurance and usefulness for centuries to come. The Government of that in these noble structures builded better than These docks were followed by one of granite,

completed in the Brooklyn Navy Yard in 1854. Another drydock of masonry was constructed at the Mare Island Navy Yurd, and finished sufficiently for service in 1881. This structure is not entirely of granite or other stone, concrete entering largely into its construction.

FLOATING DOCKS

In the interval which elapsed between the completion of the first stone docks and that at Mare Island the Navy Department favored to some extent floating dradocks of wood. Several of these were completed for the Navy, and did excellent work, but as their material was not permanent, as they involved more risk than graving docks, and as, in the end/they were not regarded as valuable for naval purposes, they were not replaced when Had the Government continued the policy begun

in 1824 its later history would not have been marked disasters and financial scandals in dock-building and by such incidents as the enforced docking o the battle-ship Indiana on foreign territory. of these have followed in the wake of the timber peared, was pressed upon the attention of the Government. All docks of this material built on the Atlantic coast were constructed by the firm of Simpson & Co., which firm, since it controlled certain patents covering improvements in such docks and since it was the only constructor of such docks on the seaboard, comprised the only persons who had an active, personal interest in inducing the Government to build its future docks

THE SIMPSON DRYDOCKS.

The apparent merits of wooden docks were first pressed upon the Government by requests to the Navy Department, through persons of influence. that boards of naval officers be organized to visit and report upon the docks of Simpson & Co. The first of these boards examined the Simpson drydock at Baltimore. It consisted of Civil Engineer Sanger, Chief Engineer Stewart, Naval Constructor Hichborn, Naval Constructor Mintonye and Civil Engineer Prindle, all of the Navy. Its first reported stated in conclusion: "The solid and secure foundations of this structure, together with the very substantial manner in which it is being constructed, warrant the belief that when completed it will safely dock and sustain any vessel that it is capable of receiving." Upon the completion of the dock this Board made final report (Civil Engineer Craven serving in Constructor Mintonye) which stated: "The dock itself is a wooden structure through out, built principally of yellow pine or white oak with a substantial pile foundation, well braced and otherwise secure. It is so designed and con-structed as to afford strength, dryness, aff. light

The second of these boards, appointed in 1882 by the Secretary of the Navy, examined the Simpson drydocks at South Brooklyn and at South Boston. Its report was favorable, and would be regarded as in advocacy of the construction of similar docks for the Navy. The third Naval Board reported very favorably in 1884 on a timber drydock constructed by Simpson & Co. at St. John's, Newoundland. To the literature upon the subject of Simpson drydocks furnished by the reports above noted there were added numerous testimonials in support of this type of dock, which were obfrom Naval Constructor Hichborn, Civil En-Prindle and Naval Constructor Wilson. These reports and letters were printed by the firm referred to, and in the public press and upon committees of Congress the merits of the Simpon dock were pressed almost constantly While up to this point the action of the civilian promoters of this dock may be, perhaps, viewed as only the result of legitimate business enterthe same lenient judgment cannot be extended to the efforts which would seem to have been made, and with success, to obtain special legislation in their favor. There seems to be litle doubt that the law providing for the construcion of two of these timber drydocks, one at New-York and one at Norfolk, in 1886, was largely if not entirely due to the indefatigable enterprise of

ONLY ONE FIRM TO RESPOND

The act of Congress authorized the construction of timber docks; the Bureau of Yards and Docks issued an advertised invitation for bids, which was addressed to "drydock builders" only, so that, under the strict terms of this advertisement. only "drydock builders" could expect to have their proposals considered; and, finally, as Simpson & Co. were the only timber "drydock builders," it would seem that the Government advertisement limited the proposals for these docks and their construction to this firm only. As a matter of fact, there was only one other bid presented. that of O'Connel & Coney; and the contract was awarded to Simpson & Co. upon the report of a board convened to consider the proposals, and consisting of Naval Constructor Highborn, Civil Engineer Menocal and Draughtsman (now Civil Engineer) Mackay.

These docks were constructed and are now in operation. At the next session of Congress the same influences, in the same fashion, would appear to have brought about an appropriation for timber drydock at the League Island Navy Yard. The invitations for proposals again called for bids from "drydock builders," and, accordingly, Simpson & Co. were the only bidders. they received the contract, have completed the dock, and it is now in service. As to the value of the three timber docks which have been refered to, it may be said that while they have without doubt performed useful service. every one of them is either now in a condition needing extensive and expensive repairs or has recently been in that condition and has received large outlays to place it in efficient shape again; and yet none of them are ten years old. Thus, while the drydock at New-York, which is only about eight years old, has as yet received no very considerable repairs, its entrance works have deteriorated greatly and a boatd of experts, which examined it this year, estimated that it would cost \$300,000 to put the dock in good condition. Congress has appropriated this sum, and the work is to be taken in hand as soon as the dock can be spared from its present pressing service. The League Island dock has proved to be leaky-so much so that it has been necessary to add another drainage pump to free it from water while in The entrance works show signs of weakness, and portions of the interior have deteriorated extensively. Congress has appropriated \$64,000 to place this dock in good condition. The dock at Norfolk has fared somewhat better in the cost of maintenance; but the entrance works have been seriously attacked by the murine worm and extensive renewals and repairs have been made to them as well as to the interior. Special sums for this purpose have been appropriated by Congress during the last two pears, aggregating about \$35.

000, and a further sum is necessary to complete the AN EXPENSIVE LUXURY. .

It will be seen that the Simpson dry docks erected thus far for the navy have been a somewhat expensive luxury. While yet in their youth, the repairs to these three structures, in expenditures or appropriations therefor, have amounted to \$300,000. with the assurance of more to follow shortly. When it was determined to build other drydocks

the same influences were brought to bear to fix upon wood as the material for their construction, and Congress authorized the building of the timber drydock at Port Royal, S. C. The advertisements id not, however, limit the invitations to "drydock builders," and several bids for it were received. Since its completion this dock has been a source of continual anxiety and expense, developing weakness after weakness. Another timber drydock has been constructed at the Brooklyn Navy Yard whose disastrous history is too well known to need recounting here. It will suffice to say that, as stated in part eleswhere, directly after the acceptance of this notorious "Drydock No. 3," it developed serious leaks under the entrance works. gravely endangering the battle-ship Massachusetts, which was within it, and involving an expenditure of \$170,000 to fit it again for use. The timber influence seems also to have prosided over the birth of the dock at Puget Sound. The act of Congress required a structure of the largest size, but it limited the appropriation so much that it was impossible to build a mason or concrete dock, and, to keep within the financial

limit thus set, it became necessary to construct the

interior of wood. The entrance works are of con-

crete and stone, and are of the most substantia character. It is, however, only a question of time when the timber work of the interior will require extensive and costly repairs.

THE LATEST COMPROMISE.

At the last session of Congress, when the sub-

N. Y. Tribune.

lect of new drydocks was before the Naval Committees and their type was under discussion, Simpson & Co. again appeared and made their timeworn arguments and comparisons against stone and in favor of timber. despite the lamentable record of the latter material. They were supported in this by certain officers of the Navy, all of whom, however, did not appear in person, although it is well understood that their work was brought, indirectly, before the committee. One high officer of the Navy, who has advocated, in the press and in his official reports, another patented articles of wood, was conspicuous in this. here was a large amount of testimony; both oral and written, introduced in favor of timber construction, there was little brought in on the opposite side, and that little was not effective. Wood When the matter reached the Senate Naval Committee that body, on the advice of the Secretary of in such a way as to allow the Secretary, in his discretion, to build any, or all, of these docks of tone or concrete and stone." imended was acted upon favorably in the Senate; but, in conference, wood again conquered, and the outcome was the present law providing for four timber drydocks, one of which may, in the dis cretion of the Secretary of the Navy, be built of stone or concrete and stone. A most stage of the argument before one of these com mittees was reached when the Secretary of Vavy, in his strong advocacy of enduring docks f stone, found himself openly opposed by one o his own bureau chiefs, an officer having no officia cognizance of the matter, whose name appears conspicuously in reports and letters favorable to the work of Simpson & Co.

SOME STRIKING CONCLUSIONS.

In reviewing the history of the timber drydocks of the Navy, several conclusions seem apparent. First, the testimony all seems to prove that in the building of timber docks the Government has embarked upon a policy wholly discredited abroad and by the best practice of civil engineers here, now and in the past. Second, this policy has led already to an excessive outlay for repairs; and, with the extension of the system, is sure to entail the expenditure of enormous amounts for this purpose, Third, it would appear that the introduction of this policy is due to the efforts of a single firm was in the beginning, the only one ested financially in these structures, and which seems to have exercised a powerful influence upon And, finally, that the argumentative abors of this firm seem to have been supplemented by the active endeavors of certain naval officerswho, it is pleasant to note, are few in numberwho have been quite as strong in their advocacy the Simpson dock as the Simpsons themselves. is evident that the whole subject-with respec to its past history, the persons interested therein, and the Government's future policy-requires the prompt and vigorous action of Congress.

THE BANKRUPTCY LAW.

ATTORNEY GENERAL'S REPORT ON THE EFFECT OF THE NEW BILL.

Washington, Nov. 20 .- The forthcoming annual report of the Attorney-General embraces a review of the operation of the National Bankruptcy law of July 1, 1898, which has been prepared by E. C. Brandenburg in charge of bankruptcy matters in the Department of Justice. Mr. Brandenburg, who is preparing a book on bankruptcy, briefly reviews former similar legislation, and details the operation of the feature of the law permitting persons to become voluntary bankrupts, which took effect August 1, 1898. From this report it appears that the applicants for relief have been found in every walk of life, irrespective of class or locality, and shows that the large class of men who have been unfortunate in their business enterprises have availed themselves of the relief offered. Notwithstanding the law has been in force over three months, the courts in eight districts declined to proceed with the reference and adjudication of the petitions, for the reason that the Supreme Court has not promulgated the rules, forms and orders required by the act. In all other cases the courts have proceeded and adjudicated petitioners bankrupt, or have referred the cases to the referees for action. Since the law took effect, seventeen hundred petitions ir. voluntary bankruptcy have been filed. Singularly, the districts of Delaware, Eastern Pennsylvania, Southern Georgia, Nevada, New-Mexico, Western Virginia and Wyoming show that no persons therein have applied to be adjudged bankrupt. The following shows the number of cases filed in each State:

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l	Michigan		Washington
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ł	Mississippi	7	Para Turnicares - 2004-1974 (2014) (A 1007-1948)
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ı	As the inv	oluntary fe	ature of the law which

permits creditors to have their debtor adjudicated a bankrupt fild not take effect until November 1 1898, it has been impossible to obtain any data with reference to the operation of this provision.

W. W. MOHUN DIES IN HAVANA.

HE WAS A STENOGRAPHER ATTACHED TO THE AMERICAN COMMISSION.

Havana, Nov. 20 .- W. W. Mohun, one of the

stenographers attached to the United States Evacuation Commission, died last night of The body was buried to-day in pneumonia. the Colon Cemetery.

TWENTY-ONE PERSONS KILLED.

DISASTROUS EXPLOSION IN A RUSSIAN ROCKET FACTORY.

Budapest, Nov. 20.-A dispatch to the "Pester Lloyd" from Nikolaief, Russia, at the confluence of the Ingul and the Bug, says that twenty-one persons have been killed there by an explosion in a rocket factory.

M. GOBLET WILL RETIRE FROM POLITICS. Paris, Nov. 20 .- Rene Goblet, former Premier and Member of the Chamber of Deputies for the First Arrendissement of the Department of the Seine, announces that he will soon definitely withdraw from the political arena.

M. Goblet, who was born at Aire-sur-la-Lys on September 26, 1828, entered political life in 1871. was elected to the National Assembly, identified himself with the Republican Left, and in the important debates immediately following the Franco-Prussian war soon made his mark as an orator. In 1879 he was appointed Under Secretary of State for Justice, and in 1882 was made Minister of the Interior in the Cabinet of M. de Freycinet, resigning, however, with his colleagues on the

Egyptian question shortly afterward. In the first Cabinet of M. Brisson he was appointed Minister of Education and Public Worship, and, after the fall of the Brisson Cabinet, he was assigned to the same post when M. de Freycinet returned to power in the early part of 1886. When the Freycinet Cabinet fell M. Goblet became Prime Minister, taking upon himself the additional offices of Minister of the Interior and ad interim Minister of Foreign Affairs. He has since that time held the Premiership, always occupying a prominent position in the ranks of the progressive Republicans, or Radicals.

ATTEMPTS SUICIDE IN HAVANA. Havana, Nov. 20.-T. A. Hauxhurst, agent of the Pan-American Express Company, of Brooklyn, N. Yi, attempted suicide this morning by cutting his throat in the Hotel Inglaterra. His condition is

serious.

THE REV. DR. KANE DEAD. Belfast, Ireland, Nov. 20 .- The Rev. Dr. Kane, rector of Christ's Church, Belfast, and Grand Master of the Belfast Orangemen, died to-day from stroke of apoplexy.

THE HEALTH OF THE ARMY.

REDUCTION OF THE AGE LIMIT RESPONSIBLE

FOR MUCH SICKNESS-UNSANITARY CONDI-

TIONS IN CAMPS, HOW THEY WERE

CAUSED AND HOW REM-

EDIED-CAMP WIKOFF.

Washington, Nov. 20 (Special).-Surgeon-Gen-

eral Sternberg has submitted to Secretary Alger

a summary of his; annual report describing the

work of the Medical Corps of the Army during

the war with Spain, from which the following

HEALTH OF THE TROOPS.

In my opinion the reduction of the age limit from

twenty-one to eighteen years and the haste with

which the volunteer regiments were organized and

mustered into the service were responsible for

much of the sickness which was reported in the

early days of their camp life. All military ex-

perlence shows that young men under twenty-one

years break down readily under the strain of war

service, and every regiment had many of these

youths in its ranks. Medical examiners were ap-

pointed to testify to the physical qualifications of

each man before acceptance; but, notwithstanding

this, which at the time was characterized in the

press as a very rigorous procedure, so many men

were afterward found on the sick lists of the

camps unfit for service, from causes existing prior

to enlistment, that special arrangements had to be

Soon after the newly raised levies were aggre-

gated in large camps sickness began to increase

progressively from causes that were so general in

their operation that scarcely a regiment escaped

from their harmful influence. These causes may

largely be referred to ignorance on the part of

officers of the principles of camp sanitation, and

of their duties and responsibilities as regards the

welfare of the enlisted men in their commands.

Medical officers, as a rule, were also without ex-

perience in the sanitation of camps and the pre-

vention of disease among troops. The few who

knew what should be done were insufficient to

control the sanitary situation in the large aggre-

gations of men hastily gathered together. Officers

and men in these camps were rife for war, and

drill, parades, practice marches and military camp

duties occupied the whole of their time and en-

ergies. Considerations of domestic economy and

sanitation in the companies and regiments were

not given proper attention, and men who were be-

ing taught to meet the enemy in battle succumbed

to the hardships and unsanitary conditions of life

The sites of certain of the camps have been in-

ness which was developed in them; but a review

of the whole situation shows that it was not the

site, but the manner of its occupation, which must

be held responsible for the general spread of dis-

ease among the troops. On April 25, 1898, fore-

seeing the likelihood of unsanitary conditions in

the camps of our newly raised troops, and with

the view of preventing them, I issued Circular No.

I from this office, impressing upon medical officers

their responsibility in sanitary matters and the

necessity for a strict sanitary police, particularly

in the care of the sinks and in the preservation

of the camp area from contamination. But the

these contracted camps prevented the possibility

of good sanitary condition. Camps of this char-

acter may be occupied for a week or two at a time

without serious results, as in the case of National

Guardsmen out for ten days' field practice during

the summer, but their continued occupation will

inevitably result in the breaking down of the com-

mand by diarrhœa, dysentery and typhoid fever.

UNSANITARY CONDITIONS REMEDIED.

Practically nothing was done to make the men

comfortable or to remedy the unsanitary condi-

tions until these were brought to the attention of

the Secretary of War by inspectors sent out by

special orders from the War Department. Then

the camps held for so long were abandoned, but

not before the manifestations of typhoid infection

were rife in them. New sites were carefully se-

lected, regimental camps were expanded, company

tentage increased, and board flooring provided.

Then, for the first time, the troops went into camps

One prominent cause of the increase of sickness

In the early camps has been commented upon by

only a few of our medical officers. These cite the

prevalence of drunkenness and of disease due to

the facilities and temptations afforded by the

proximity of cities to the larger camps. They hold

that if the systems of the men had not been weak-

ened by dissipation they would not have succumbed

so readily to the other influence which affected

Malarial fevers added to the sick lists of camps

in Florida, and of Southern regiments in the camps

It was, however, typhoid fever which broke down

the strength of the commands generally, the out-

break becoming distinctly manifest in July. Spo-

radic cases appeared in most of the regiments in

May and June, these cases having been brought in

many instances from the State camps. In fact.

some regiments, as the 15th Minnesota, suffered

more from this disease at their State rendezvous

than any of the regiments in the large Federal

camps. A few of the regimental commands in the

latter may be said to have escaped visitation. The

sanitary conditions affecting the commands in the

various camps have been studied in connection

with the prevalence of typhoid fever among the

men by a board of medical officers, consisting of

Majors Reed, Vaughan and Shakespeare, but the

results of the investigation of this board have not

as yet been reported in full. It appears to me.

however, from a general review of the sanitary

reports already filed, that the prevalence of the

disease was proportioned to the unsanitary camp

conditions which I have referred to. My Circular

No. 1, already cited, was intended to bring the

danger from this fever to the notice of medical

officers, with the view of obviating it. The proba-

bility of its communication to soldiers in camp

reason for insisting on a sanitary police of the

It is well known to the medical profession that

this fever is propagated by a contaminated water

supply, and it is now recognized that the great

prevalence of this disease in an aggravated form

in the camps of the Civil War was due to the use

of surface and shallow well waters infected by

typhoid excreta. To prevent transmission by the

water supply I recommended the use of boiled and

filtered water when a pure spring supply could

not be obtained, and to enable an efficient filtra-

tion of suspected waters to be made, field filters of

approved construction were issued on my recom-

CARE OF THE SICK AND WOUNDED

As soon as the regiments were organized into

brigades and divisions, preparatory to active ser-

vice, it became the duty of each chief surgeon of

an Army corps to see that the medical department

of his command was organized to meet the casual-

ties of battle. The object of the concentration of

the troops was to accustom the regiments to op-

erations in which they constituted the units of a

higher organization. The experience of the Civil

War demonstrated that for efficient service in an

active campaign the Medical Department also re-

Circular No. 3, from this office, dated May 18,

1898, in specifying the duties of the various medical

officers in an Army corps, indicated the character

of the organization to be adopted. The seriously

sick were to be treated in division field hospitals

funless their transfer to a general hospital was

advisable), under the care of the most experienced

physicians and able surgeons on duty with each

division. Medical officers left on duty with their

THE FIFTH ARMY CORPS.

Cuba its field hospitals were in condition for em-

Long before the Fifth Army Corps embarked for

quired a higher organization.

mendation by the Quartermaster's Department.

strictest character.

suitable for continued occupation.

of Georgia and Virginia.

density of the military population on the area of

in their camps of instruction.

made for their discharge.

SURGEON-GENERAL STERNBERG'S RE-PORT ON THE MEDICAL CORPS' WORK IN THE WAR.

among the attractions of the newest apartment houses.

" THIS OFFER

Now means almost invariably the use of Gas Ranges in the kitchen. Thus heating and lighting and cooking are al done by Gas, which is proving itself

The Ideal Fuel.

cienti service. Subsequent events, however, rendered valueless these preparations of the Medical Department. When the command embarked on the transport vessels, the baggage wagons and mules were left behind. The ambulance trains of all the divisions, with a large part of the outfit of each of the hospitals, were also left nehind. Three ambulance wagons were taken apart and stored on one of the vessels. These did excellent service at San Juan and El Caney. Ten of the ambulances of the Third or Reserve Divisional Hospital were subsequently shipped to Cuba, where they arrived July 2, and were of value in moving the sick and wounded to the hospital at Siboney and to the hospital ships and transports.

Of the property and supplies carried to Cuba, s portion was not available for service at the time it was most needed, to wit, on July 1, 2 and 3, when the wounded from El Caney and San Juan were coming from the front for care and treatment. This was because, in general, no opportunity was afforded to land the medical property. Earnest efforts were made by medical officers to have supplies at the front with the troops. Some having succeeded in getting their medicine chests and other articles of medical property ashore, had these carried forward on litters by hospital corps men to the camps near Sevilla, while others turned their private mounts into packhorses for this purpose. During and after the battles at El Caney and San Juan there was an insufficiency of tents, cots, bedding and medicines, due to the causes stated, but all the hospitals were well equipped for surgical

After the capitulation of Santiago the troops at the front broke down rapidly under the fatigues they had undergone and the malarial influences to which they were exposed, but by this time an ample supply of tents, furniture, bedding, clothing and medical stores had reached Siboney, together with a corps of trained nurses and a force of surgeons those sent to duty at the vellow fever hospital being immune to that disease. Meanwhile, to relieve the pressure on the field hospitals, such convalescents and sick as could bear the journey home were sent to the United States on transport vessels. This was an emergency measure, to relieve the hospitals at Siboney and permit of the transfer to them of the men who were sick in regimental

The transfer of troops from Santiago to Montauk Point. New-York, was also an emergency measure, and the great responsibility of excluding yellow fever infection from every transport rested on the medical officers who had charge of the embarkation. Had they failed in this duty, the effect would have been disastrous during the voyage to the men confined on shirboard, and the risk of importing the disease into this country would have been

THE CAMP AT MONTAUK. In view of the necessity for the return of the

troops of the Fifth Army Corps from Santlago,

Cubs, preparations were made for encamping them at Montauk Point, Long Island. These included the establishment of temporary tent hospitals, not only for the treatment of the large number of sick brought by each command from Cuba, but for the isolation and treatment of these from transports lying under the suspicion of yellow fever infection. The difficulties in the way of administering the affairs of the detention hospital were very great, owing to the rapidity with which the transports followed each other in their arrival. As many as four reached the Point on some days from August 13 to August 31, most of them bringing sick requiring detention for medical observation; but the sick men were as well cared for and as comfortable in their cots here as afterward, when transferred to the general hospital at Montauk Point. There was an excellent steam disinfecting plant on the grounds, with a formaldehyde chamber attached, The laundry work was done at a steam laundry near the hospital.

The temporary hospital, which was locally known as the general hospital, Montauk Point, consisted of tent pavilions, containing 1,672 cots. Its personnel consisted of 40 medical men, 8 stewards, 10 acting stewards, 120 privates of the hospital corps, 15 cooks and 50 male nurses, and an average of 200 female nurses, one-half of whom were Sisters of Charity. Supplies of all kinds were amply provided. It is needless to refer at this time to the complaints of starvation which appeared almost daily in the newspapers during the occupation of Camp Wikoff, for it is now generally understood that the weakness, prostration, anæmia and emaciation of so many of the troops were the results of majarial. typhold and yellow fevers, from which the Army suffered as a consequence of its exposure to the climatic influences and local infections of Santiago and its neighborhood pending and subsequent to the surrender of the city.

TROOPS IN THE HOME CAMPS.

The method of hospital organization in the home camps was practically the same, and there was much similarity in the conditions affecting them and correspondingly in their history. Regiments reported in but few instances with the material and supplies for their medical care, but they brought sick men with them, and these required minediate care. Provision had to be made for division hospitals, in view of future field service, and for regimental hospitals, in view of the immediate necessity. The difficulties in the way of the contemporaneous accomplishment of these two objects were great, and they were greatly augmented by the inexperience of a majority of the regimental medical officers, and of many of the chief surgeons, which prevented them from seeing beyond the immediate necessity. The sick had to be cared for, and to this end medicines and other things had to be procured.

Relief societies offered assistance, and this was eagerly accepted by many of these medical officers, not alone for delicacies or luxuries not otherwise provided for, but for "supply table" articles, which could have been had from the medical purveyors in their camps, or by telegraphic requisition on the Surgeon-General. It was easier to accept what was so freely offered than to learn how to obtain the articles from the proper source. explain their prompt acceptance of this assistance, these officers referred to the red tape of the War Department methods, and the insinuation that the said methods were beyond the comprehension of the ordinary intellect was accepted by the sensational press as an explanation in full Meanwhile chief surgeons of corps and divisions began the organization and equipment of

their field division hospitals and ambulance companies, but they were met at the outset by the apparent impossibility of securing men for service as cooks, nurses, litter-bearers, ambulance drivers, teamsters, etc. The Hospital Corps of the Regu-lar Army could not supply these men, because recruiting for this corps progressed slowly. The popular tendency to volunteer led men away from the Regular recruiting offices. from the volunteer regiments to the Regular Hospital Corps were authorized, the men did not care to leave their local connections for service in the Army at large as Regular soldiers. fers, so much desired by the Medical Department to enable it to complete its organization, were not regarded favorably by line officers, for, although every line officer will probably acknowledge as general principle that only the most intelligent and capable men should be employed to care for the sick and wounded, he is not likely to act on this general principle when it is a question of with drawing for such service the most intelligent and capable men of his own company or regiment.

THE DIVISION HOSPITALS The division hospitals of the Army Corps were

regiments were to exercise sanitary supervision over the well men and to determine whether a solusually established in the immediate neighborhood dier reporting himself sick should be sent to hosof the regimental camps of the divisions. The pital or remain as a trivial case under treatment pavillons were arranged in various ways, accordin quarters. This consolidation of the medical ing to the configuration of the-area available as a force by divisions, implying, as it did, the breaksite; but in general there was a tendency to crowd ing up of the regimental hospitals, met with a the area. Surgeons in charge recognized that s strong opposition from regimental medical officers, tent should not be occupied by more than six patients, but sometimes this number was exceeded particularly from those who were not detailed for temporarily while waiting an increase of tentage. special service at the division hospitals. Regi-As a rule the hospitals were kept in campaigning mental commanders also were in many instances condition; that is, the tents were neither framed opposed to it, forgetful that the object of the nor floored, until the increased prevalence o typhold fever attracted attention to their crowded Medical Department, as of the line, was to get into condition, when the object of their existence became suddenly changed from a school for field sertraining for field service. Similar objections were vice to a hospital for the treatment of a local outraised in 1862 and 1863 to the establishment of the break of disease. division hospitals, but the Civil War lasted long Special diet kitchens, under the management of enough, to demonstrate the superiority of this sys-

capable individuals, were opened at most of the hospitals. Money for this purpose was sent to them by me from funds contributed and placed at Money was also sent directly by inmy disposal. dividuals and representatives of aid societies, and the Red Cross committees supplied quantities of ice and milk, chicken, eggs, lemons, etc. Pa-

jamas, night shirts and other articles of hospifal clothing were also provided by the Red Cross and other aid societies. Subsequently the order authorizing the commutation of the sick soldiers ra-Je Is offered tion at 60 cents rendered these hospitals whoily independent of outside assistance. MEDICAL STATISTICS OF THE WAR.

The work of gathering up the records of sickness

of the various commands in service during the

war has been one of great difficulty. Volunteer medical officers were ignorant of the methods of keeping their records and many falled to appreclate the importance of what was frequently repractical bearing on the welfare of their men. Nevertheless their work in this regard must be considered as satisfactory when compared with that of the volunteer medical officers of the War. the Rebellion My report presents tabulations compiled from monthly reports of sick and wounded received from May to September, inclusive, and representing strength present of 167,168 men. These give full particulars of 1,715 deaths, of which number 640 were occasioned by typhcid fever. 37 by malarial fevers and 363 by diarrhoea and dysentery. The death rates for May and June, .46 and .70, were not in excess of those of the Army in time of peace. In July the rate became somewhat higher than that of most well-cared-for cities, 2.15 for the month, on the equivalent of an annual rate of 25.80 per thousand living. In August it became excessive, 4.08 for the month, equal to an annual rate the energetic measures taken, in July and Auomes manifest in the falling of the death rate to .45, or the equivalent of an annual rate of 29.40. The same progression to an acme in August, with sudden fall in September, is seen in the various ratios given under the specific titles, typhoid fever, malaria fever and diarrhocal diseases. This is ex-ceedingly gratifying, and must be credited, as stated, to the anitary measures adopted, for our experience in the Civil War demonstrates that in

August would have been continued for many months to come. I submit also tables of absolute numbers and of ratios by which the incidence of sickness and mortality of the Regular and volunteer troops may contrasted. From these it will be seen that the exposures of the Regular troops during the Santiago campaign gave them from June to Sep-tember a higher death rate than the volunteers, and that the rate of the latter during August, the month of maximum mortality, was 3.62, as compared with 5.83 among the Regular troops.

the absence of these measures the high ratio of

VOLUNTEER RELIEF WORK. My guiding principle throughout the war has been that relief, when heeded, should be promptly accepted, without reference to the source from which it came. The relief afforded by the National Red Cross at Siboney was promptly acdepted by the surgeons on the spot, but it is evident that it was entirely inadequate to meet This association has had full authority to send agents and supplies to all of our camps since June 9, 1898, and it has contributed supplies of various kinds in a most liberal manner for the use of our field hospitals. Other organizations which have rendered very valuable services are the National Relief Commission, having its headquarters in Philadelphia, and the Massachusetts Volunteer Ald Association, with headquarters in Boston. Both of these organizations fitted out hospital ships, which were placed at my service for the transportation of our sick from Porto Rico, and I take pleasure in testifying to the valuable services rendered by the yacht May, of the National Relief Commission, and the hospital ship Bay State, of the Massachusetts Volunteer Aid Association

DR. MACARTHUR ON EXPANSION.

IT HAS FALLEN TO THE NATION'S LOT, HE SATS, BY GOD'S WILL, AND BOTH CHURCH AND STATE MUST DO THEIR DUTY.

"National Expansion and Missionary Evangelization" was the subject of the Rev. Dr. Mac-Arthur's sermon at the Calvary Baptist Church last evening. He took for his text the passage, "The field is the Word, Matthew xiii, 38, and

is a matter of discussion just now | whether we shall have National expansion. We have it now-have it in spite of ourselves. The cleverest statesman could not have prophesied what we see fore us to-night. We are pushing our way up and out and to the very ends of the world. We have become a world power. If we were furks we would say it was Kismet, or fate; if Agnostics, we would say chance, but as we are Christians we say God. God never went before the hosts of Israel as before us since that May day when the guns of Dewey awakened the echoes of Manila The Nation has changed. We did not design it, we could not help it. When the war closed all the neutral ports Dewey had to go somewhere. He had either to take something and make a place to stay or float around on top of the water or at the bottom. He did not fancy the latter, so went to work and took something. We must guard against vainglory; we must not be lifted up by National pride. It was simply an' incident in the hand of an ever-ruling Providence. We did not enter the war to acquire territory.

battle-cry. Our forefathers entered their war h the cry, "No taxation without representa-But that soon changed to a demand for absolute freedom. The Civil War commended with the cry that there should be no secession, but it soon changed to no slavery. The watchword has been changed with the necessities of the case. No land must be surrendered to Spanish tyranny; no land must be left to the anarchy of insurgents; no land must be left to ecclesiastic clergymen or monkish robbers. Wherever our flag floats there

must be civil and religious liberty. We preached on the horrors of the war. worked to avert it, and then came the news of the sinking of the Maine. The die was cast. No power of President or Congress could have prevented it then. Now we see that God was in it all. glory of God will be felt by all nations, and not the least by poor, bankrupt, priest-ridden Spain. Dr. MacArthur then spoke of the hundreds of

thousands of pagans and savages who were about to come under American care. God, he said, was leading the Nation to these foreign lands, or rather leading those unfortunate people to this Nationwealthy, prosperous Nation, with great missionary tendencies, able and willing to care and do "I feel," said he in closing, "that t is a great responsibility-one that many of us have not stopped to consider. The more I think it, the greater it grows upon me. God grant that in this matter we shall not be found wanting-that both the Church and the State shall do their duty by these unfortunate people whom God in the hour of our great prosperity has led to us.

TWO BALTIMORE GIRLS BADLY HURT.

ALICE CLENDENIN AND LILLIAN RAWLINS IN-JURED IN A RUNAWAY. Baltimore, Nov 20 -The Misses Alice Clendenin

and Lillian Rawlins, young society women of this city, were seriously injured to-day in a driving accident. They were driving a spirited horse, which became unmanageable and dashed the vehicle against a tree. The occupants were thrown to the ground and rendered unconscious. It is feared that Miss Clendenin's skull was fractured by the fall. Miss Rawlins received painful bruises about the head and body.' .

A HORSECAR AS A HOUSEBOAT. From The Paducah (Ky.) News. Anchored down at the foot of Monroe-st., in the

Ohio River, is a houseboat which originally moved over the streets of Nashville. Tenn., as a common, everyday horsecar. A prettier houseboat cannot be found in the colony of such craft that throng Paducah's water-front. The body of the car has simply been mounted on a small hull, which was arge enough to leave a narrow deck all around the car. There is, of course, a door at either end. and the square windows are neatly curtained. The interior furnishings of the car have been torn away, with the exception of one seat, and in their place two small but cosey living-rooms may be: ieen within. The streetcar houseboat was built at Nashville by an enterprising genius who bid in the car at a sale of "bobtails." It was towed down the Cumberland to this city by an electric launch.

FRENCH CANNON FOR A GERMAN BELL From The Birmingham Post. The German Kaiser has just ordered that ten

thousand kilogrammes of metal from the French annon taken in the war of 1870-'71 shall be used for the casting of the great "Kaiserglocke," the bell for the new "Church of the Protestation" at Speyer. The "Protestationskirche" has been built as a memorial of the original adoption of the name [Protestant]' by the minority of the German princes and estates of the empire in the Reichstag Speyer in 1829.

HIS METHOD.

from The Washington Star. "I must congratulate you," said the very intimate friend, "on the manner in which you guided this campaign. said Senator Sorghum, "to tell you the truth, I didn't guide it much. I simply hung onto the reins and let it run."

