

NEWS SUMMARY.

Wednesday, December 21. Great C. Gilbert, the cable engineer, has gone to Vera Cruz to take a steamer for the South American. A general who landed at Santiago from Havana was recognized by the Cuban, set upon and shot. He is likely to die. The funeral services of ex-Senator Calvin K. Bruce will be held at New York today in the Fifth Avenue Presbyterian church. Four companies of the Tenth infantry and 125 recruits for the Eighty-fifth have boarded the steamship Statens at Charleston, S. C., for Havana. The opinion given at Brookville, Ont., is that a marriage ceremony performed in Canada by a minister resident in the United States is not legal. Lady Strathcona and her daughter, Hon. Mrs. Howard of Montreal, have each donated to McGill college \$50,000. Lord Strathcona himself has donated in all up to this time \$1,485,712. The house judiciary committee today gave a hearing on the Gillett bill to prohibit the use of the telegraph and telephone lines for the purpose of lottery and horse race gambling. Representative Rixey of Virginia introduced a bill in the house for the admission of confederates, as well as union soldiers, to all soldiers' homes and government institutions maintained by the government. The St. Louis Republic says: The car famine has become so serious that the entire grain trade of St. Louis is crippled and exporters find it almost impossible to obtain cars to carry their grain to the seaboard. The Pell Mail Gazette says Lionel E. Carden, British consul at the City of Mexico, has been appointed British consul general at Havana. Mr. Carden occupied the same post in Cuba fifteen years ago, where he married an American woman. Acting Secretary Meiklejohn of the war department has issued an order by direction of the president, designating Trinidad, Santa Cruz, Zaza and Batabano as suburbs of entry in Cuba, in addition to those designated in a former order. The Rome correspondent of the Daily Chronicle says: In response to the Vatican's inquiry on the subject, President McKinley has sent an assurance that the Catholics in Cuba and the Philippines will enjoy the same ample liberty as the Catholics in America. Thursday, December 22. Fifty thousand additional troops are to be mustered out. General Miles has left Washington for a short visit to Cincinnati. A wave of the grippe is moving over Ohio and Michigan. In Louisville ten thousand people are afflicted. The president sent to the senate a large number of recess nominations of postmasters and army appointments. Sam May and a companion, both revenue officers, were killed by moonshiners at Flat Top, Letcher county, Ky. London has no confirmation of the report that an explosion of a powder magazine at Hang Chow killed 3,000 soldiers. The Bell Telephone company has declared a dividend of 3 per cent. An extra dividend of 1 1/2 per cent was also declared. Secretary Alger is authority for the statement that there is no truth in the report of a change for the head of the navy department. The Drake & Stratton company of Pittsburg has received a contract from the war department for building a large dock at Havana. The Merritt & Chapman company has made a contract with the government for the raising of the Spanish warship Reina Mercedes. It is announced on Wall street that the Chicago & Alton railway has been sold to the Union Pacific, Missouri Pacific and Baltimore & Ohio interests. It is reported that the president offered the position of secretary of the interior, resigned by Secretary Bliss, to Senator John C. Spooner, who declined the honor. The Yachting World confirms the report that Sir Thomas Lipton has entrusted the building of the Shamrock, challenger for the America's cup to the Thorntons.

Washington Life Not Pleasing to the Secretary of the Navy. WASHINGTON, Dec. 22.—It is probable that President McKinley will have occasion to make another cabinet appointment soon after the New Year. It is said that Secretary Long has determined to resign at an early day, although he has not yet formally made known his intention to the president. His reasons for leaving the Navy Department are that his duties separate him too much from his family, and that he has never cared for Washington life. He has been deeply interested in his work as secretary of the Navy, but dislikes the social features of office-holding. With the restoration of peace he sees an opportunity to retire to private life. Should Mr. Long adhere to his purpose to resign, it is probable that he would be succeeded by the assistant secretary, Charles H. Allen of Lowell, Mass. WEST GIVES BAIL AT SEDALIA. Shelby County People Furnish the Alleged Train Robber a \$3,000 Bond. SEDALIA, Mo., Dec. 23.—James I. West, the Missouri Pacific engineer who, it is alleged, held up the Lexington branch passenger train four miles from Sedalia on the night of November 29, was released on a bond of \$3,000 yesterday afternoon. The document is signed by twelve property owners of Shelby county, Mo., where West's parents live. E. S. Stubbins, charged with assisting West in the crime, can not give bond. BATTLE WITH MOONSHINERS. Three Revenue Officers Killed in Letcher County, Ky. BIG STONE GAP, Va., Dec. 23.—A fight occurred yesterday morning near Flat Top, Letcher county, Ky., between revenue officers and moonshiners, in which Sam May, of Coburn, one of the revenue raiders, and two of his companions were killed. The fatalities among the moonshiners are not known. The fight occurred at the place where Captain Gates of Louisville and one of his men were shot about a month ago. The moonshiners are thoroughly organized and have served notice that all informers will be ambushed. New Chicago Collection. CHICAGO, Dec. 23.—A company, of which Alderman Charles F. Gunther is president, backed by \$300,000 capital, will erect a mammoth new collection.

ADJUTANT GENERAL CORBIN.

He Testifies Before the War Investigation Commission. SELECTION OF CAMP ALGER. The War Department Did Not Seriously Contemplate War Until It Was Declared by Congress and Appropriations Were Available. WASHINGTON, Dec. 23.—Adjutant General Corbin was the first witness before the commission to-day and was rigidly questioned regarding the selection of Camp Alger, Va. He testified that the removal of Camp Alger was dictated by the secretary of war himself and that its original establishment was recommended by Captain Seaborn of General Miles' staff. General Corbin had said at the time it could not be made a good camp ground, because there was not sufficient range for rifle practice. He had understood from the secretary of war that General Miles had something to do with its selection. He was not certain of Captain Seaborn's exact status, but he had understood Seaborn had been sent by General Miles to make the inspection of the camp site. "Did General Miles protest against or do anything against the selection of the camp?" he was asked. "Not to my knowledge," was the answer. General Corbin added that he did not know the reason for discontinuance of the camp. Questioned as to Camp Wilcox, General Corbin said that the troops and horses that arrived there about August 8 were those left behind in the South from the expedition to Santiago and Porto Rico and that the transportation of these had not, as he knew, led to railroad congestion or interfered in any way with the carriage of supplies for the troops subsequently arriving. He denied that the contract with the Long Island railroad gave it exclusive control and said the only restriction made in that arrangement was the desirable one of prohibiting excursion steamers landing at the camp. He said one reason for its selection was the excellent facilities for water transportation. He said the camp at Tampa was never designed for anything but a point of embarkation and said the first complaints he had heard from Camp Thomas, Chickamauga, were in the press. General Corbin said he did not seriously contemplate war until it was a fact, for he had hoped to the last moment that it would be averted. On April 10, the army, for one of its size, was well equipped and thoroughly supplied. He said prior to the war there had been no complaints of refrigerated or canned beef, and that they were used by the armies of the world and in commerce. "Seriously speaking," said General Corbin, "I do not think the War Department contemplated war until it was declared by Congress and appropriations were available. Of course, the possibilities were thought of, but there was no general preparation except as far as the Department was able to meet the possibilities that confronted it." Colonel Denby, who conducted the examination, here suggested to General Corbin that he observed the latter was cautious and reticent and explained: "It is not our object to criticize strategy. That is not our business. The strategy of the war may have been right and may have been wrong. But our object is to determine whether the War Department acted efficiently."

SIDE LIGHTS ON WAR.

Official Reports of Commanding Officers Being New Stories in View. WASHINGTON, Dec. 23.—The official reports of all commanding officers of the navy during the war has been compiled and published by the navy department. While treating of events that have already figured in official reports that have reached the public, the documents still contain many minor reports that throw side lights on interesting phases of the war. Within a week after the declaration of war, Ensign Ward distinguished himself and went straight into the heart of the enemy's country, making his headquarters at Oadi, the principal Spanish naval station, and informing the navy department here of the actual strength of the Spanish naval vessels and their movements. Then he went to the West Indies and reported everything that was going on there of importance to the American navy. Next he went again into the enemy's country in disguise, this time to Porto Rico, where he was arrested as a suspicious character and a spy. By adroitness he managed to secure his release and escaping from San Juan, cabied the navy department a full account of the state of the defenses, there and the preparations making for the reception of the Spanish squadron under Cervera. While Ward was in Porto Rico, Ensign Buck, another attaché of the navigation bureau, was on the shores of the Mediterranean in disguise, watching every movement of the squadron of Admiral Camara, which started for the Philippines, but turned back. Admiral Dewey was told long before the declaration of war, on February 23, "in the event of war with Spain your duty will be to see that the Spanish squadron does not leave the Asiatic coast, and then offensive operations in the Philippines. Keep Olympia until further orders." The latter order is explained by the fact that the flagship had been ordered back to the United States for overhauling. Admiral Howell, then in the Mediterranean with his squadron, was told to wait in neutral waters for orders, and the ships in the South Atlantic were instructed to move northward so as not to excite suspicion. Apparently the first suggestion of the organization of the Flying Squadron which was to divert Admiral Camara's squadron from its voyage to Manila came from Dewey, for in a dispatch of June 27 he says: "In my judgment, if the coast of Spain is threatened the squadron of the enemy will have to return."

REFUSE TO KISS HOBSON.

Denver Women Do Not Follow in the Path of Kansas Cityans. DENVER, Col., Dec. 23.—Lieutenant Hobson was the guest of the city of Denver yesterday. At 3 o'clock a reception was given Hobson in the rotunda of the Brown Palace hotel, which was attended by not less than 2,000 people. There was no kissing, as the committee in charge had decided that this feature of Lieutenant Hobson's receptions in the East should be omitted here. Arrangements were made to prevent the success of any attempts by enthusiastic damsels, but they were unnecessary. Though more than 1,000 women were present to greet Hobson, not one offered to kiss him. At 5 o'clock he delivered his lecture at the Tabor opera house, and at 6:45 boarded the Union Pacific train for San Francisco. FOG CAUSES A BAD WRECK. Two People Killed and Twenty Injured on an Eastern Road. NEW YORK, Dec. 23.—Two of the fastest express trains of the Pennsylvania railroad came into collision early yesterday morning at Colons, a small station in New Jersey, just beyond Rahway. The early Washington express crashed into the rear end of the Pittsburg flyer, tearing the rear car into kindling wood and killing two persons, badly injuring twenty others. A heavy fog prevailed at the time and the Pittsburg flyer was going slowly, while the engine driver was endeavoring to read the signals. The engineer of the Washington express supposed he had a clear track. BATTLE WITH MOONSHINERS. Three Revenue Officers Killed in Letcher County, Ky.

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