

SPAIN SENDS REPLY

ANSWER TO PEACE TERMS CABLED FROM PARIS.

Five Translations Made—First Sent to Spanish Minister at Paris in Spanish. Then Translated into French and Dispatched to French Ambassador.

PARIS, Aug. 9.—The Spanish ambassador presented to the French minister for foreign affairs, M. Delcasse, Spain's reply to the peace terms of the United States this morning. It was subsequently cabled to Washington.

WASHINGTON, Aug. 9.—At 2:40 o'clock Spain's answer was received at the French embassy. It was in cipher and quite long. The embassy staff began its translation at once, but it will take several hours to complete the work.

There are no less than five translations, four of them cipher, in the transmission between Madrid and Washington. After the Spanish cabinet meeting last night, the response was reduced to the Spanish cipher and then sent to the Spanish ambassador at Paris, Senor Leon y Castillo, by whom it was to be deciphered and translated into French, after which Senor Castillo would deliver it to the French foreign office, to be reduced to the French cipher, for transmission to the French ambassador here. These moves, including work on the cipher code and the time required for cabling, will take, it is calculated, some eight or ten hours. Under the circumstances, the impression prevails that the response will not be placed in the hands of the President before to-morrow.

MORE QUIBBLING PROMISED.

A Madrid Paper intimates That the Reply is an Evasive One.

MADRID, Aug. 9.—The Liberal says this morning: The government accepts the United States' conditions ad referendum, believing that it is not authorized to cede territory without the vote of the Cortes. If McKinley objects the Cortes will be convoked this month. A fresh note from President McKinley, replying to Spain's reply is expected during the course of this week. Continuing, the Liberal expresses the opinion that "certain passages of Spain's reply may lead to an exchange of cable messages of a critical nature, possibly creating fresh difficulties."

SHAFTER TO THE PRESIDENT.

The Condition of the Santiago Army Explained to the Executive.

WASHINGTON, Aug. 9.—General Shafter has telegraphed the President regarding the publication of the "round robin" signed by the general officers of his command, as follows: "I can very readily see what intense excitement the publication must have occasioned; a great deal more than the situation warranted. Situation is greatly aggravated from the fact that before many of the men were taken ill they were thoroughly exhausted. At least 75 per cent of the command has been down with malarial fever, from which they recover very slowly, and are in no condition to stand an attack of yellow fever or dysentery. Placed here now in the condition in which they were when they came here I don't believe they would be in any particular danger."

"What put my command in its present condition was the twenty days of the campaign when they had nothing but meat, bread and coffee, without change of clothes, without any shelter whatever, and during the period twice as stormy as it has been since the surrender. Fresh troops reaching here in the middle of August, with good camps, good water, abundance of tentage—which they will find here—need not apprehend serious danger."

"I thank you for the high regard in which you hold my command and the value of the service they have rendered. This is solace for all the suffering we have endured. I have referred this to Generals Wheeler, Lawton, Bates and Kent, who concur with me in the view expressed above."

MORE TROOPS TO PORTO RICO.

War Department Continues to Forward Reinforcements Not Asked For.

WASHINGTON, Aug. 9.—General Wade's reinforcements for General Miles are going forward regardless of the progress of peace negotiations. The present plans of Secretary Alger all contemplate that they shall leave the United States, especially as it is felt that with the practical field experience they will acquire in Porto Rico under favorable climatic conditions they will make good material to use both there and in Cuba in carrying out the government's reconstruction policies.

Ocean Steamer Surely Lost.

St. Johns, N. F., Aug. 9.—Captain Major of the steamer Virginia Lake, from Labrador, which arrived yesterday, expressed the belief that some ship certainly has been sunk in the straits of Belle Isle. Reports to that effect, he says, are current along the whole northern coast of the island besides which a quantity of debris, chests and other wreckage have drifted ashore at Flower's Cove, near the scene of the reported disaster.

He Was Chief Forecaster.

WASHINGTON, Aug. 9.—Professor Park Morrill, chief of the forecast division of the weather bureau, died here last night of typhoid fever. He came here from Atlanta and had been employed by the weather bureau for twelve years. He leaves a mother and widow.

Camp Cuba Libre's Sick to Be Moved.

FERNANDINA, Fla., Aug. 9.—The hospital train in charge of Major Richards has arrived and is busily engaged in taking on the sick from Camp Cuba Libre, aggregating about 200, for Fort McPherson.

VICTORS START FOR HOME.

Rough Riders Board Transports—Men Look Fit but Utterly Worn Out.

SANTIAGO DE CUBA, Aug. 9.—The First regular cavalry, rough riders, sailed yesterday on the transports Miami and Marietta.

Of the rough riders the following remain here sick: Second Lieutenant William Tiffany, troop K; Corporal Edgar A. Schwartz, troop G, and Privates William Hoyle, troop E. F. G. Whalen, troop A, and T. D. Steadman, troop D.

The Rough Riders came to town by rail from their camp. At the station they fell into line, each company being preceded by a red and white banner bearing the number of the regiment and the company letter. Colonel Roosevelt rode at the head of the regiment as it marched down the Alameda, skirting the water front to the dock, where the Miami was moored. All the men looked fit, but worn out. They presented a picturesque appearance. Some wore new khaki uniforms, while others were attired in heavy blue flannel shirts with their old equipment. All expressed regret at leaving their five companions behind, but were wild with joy at the prospect of so soon returning home. They take no tents or baggage with them. The work of embarkation was very easy and was quickly performed. The men are ready and eager to return for the Havana campaign in the fall.

SEARCHES THE SEA IN VAIN.

John Perry's Hopeless Hunt Among La Bourgeois Victims.

HALIFAX, N. S., Aug. 9.—Steamer Hlawatha, which left Halifax July 29 to search for bodies of La Bourgeois victims, returned last night.

John Perry of Kansas City, one of the members of the expedition, said the steamer went to the place where the captain of the steamer Old Field reported he saw 200 of them floating. No bodies were found in this locality, but a few miles further away the first body was found. During that day—Sunday—and succeeding days until August 4, the members of the expedition worked continuously, the weather being favorable and the sea calm. During that time thirty-one bodies were found. Those found on the first day were in a fair state of preservation. Those found later were advanced in decomposition.

Nearly all were the bodies of steerage passengers or sailors. This could be told from the clothing. Most of the bodies were men, a few were women and some boys. Some were taken on board for particular examination. None were those of the Perry or Dillon families. All of the bodies were buried at sea, in the usual manner, and all the effects, such as they were, were brought ashore. There was hardly anything about the female bodies to aid identification. Only one or two were those of first-class passengers.

WOULD ABOLISH PRIZE MONEY

Congress May Be Asked to Take Away a Naval Emolument.

WASHINGTON, Aug. 9.—There is a probability that during the next Congress a bill will be pushed to abolish prize money for the navy. This, of course, includes bounty money. The bounty law promotes a desire on the part of each enterprising American seaman to destroy rather than capture a vessel of the enemy. The men who destroyed Cervera's fleet will be a good deal richer for having demolished the four first class armored cruisers on July 3, but if they could have been captured instead of being destroyed the government of the United States would have been richer by four vessels. As it is, the government may get one of the ships, but it will be required to pay about \$200,000 in bounty money to Admiral Sampson and his men.

TO BRING BODIES HOME.

The Soldiers Who Died in Cuba Will Be Buried in the United States.

WASHINGTON, Aug. 9.—The soldiers and sailors who died in Cuba will eventually be given graves in their native land. General Shafter has been marking the graves of those who fell in battle with a simple piece of wood, but he will receive orders to mark them in the future with stone, so there will be no mistake as to the identity of each one. The dead soldiers will be brought home and their bodies sent to their families. Where there are no surviving relatives, the burial will be at national cemeteries throughout the country. Secretary Alger said this afternoon that metallic coffins, with a large corps of undertakers would be sent to Cuba for the purpose of bringing the bodies home.

Another Naval Prize.

KEY WEST, Fla., Aug. 9.—The tug Hudson, which has been with the Unions on the north coast blockade, sank a little Spanish sloop a few nights ago and captured another one off Cardenas yesterday. The captured sloop was the Christina and was loaded with fish, a quantity of which was served up for breakfast by the Hudson's men, who had been out for a month and had little left in the way of provisions.

Vaccination Killed the Colorado Private.

SAN FRANCISCO, Aug. 8.—Private A. H. Loos of Company E, First Colorado regiment, has died from the effects of blood poisoning, following vaccination. He enlisted at Pueblo and was one of the 150 recruits of his regiment remaining here.

The Gussie Safe in Fort.

WASHINGTON, Aug. 9.—The war department received a telegram from General Gilmore of General Miles' staff, reporting the safe arrival at Ponce of the transport Gussie, loaded with ordnance stores.

TRY TO SHIFT BLAME

SHAFTER DENIES RESPONSIBILITY FOR CONDITIONS.

The Army Has Never Had Proper Medical Supplies—Surgeon General Sternberg Declares the Fault is With the Officers—An Inquiry Probable.

WASHINGTON, Aug. 9.—Owing to the disagreeable impression caused by the affairs of the Concho and Seneca, the transports that arrived North with the wounded in a wretched condition, Secretary Alger has been making a most careful inquiry into the conditions attending the transportation of the sick soldiers from Santiago to the United States. The secretary of war first made an inspection of the data held by Surgeon General Sternberg, to learn if it was possible that the fault was due to any mismanagement by the officer of the medical department. He then cabled Major General Shafter at Santiago, asking for a full explanation in regard to the Seneca and Concho. General Shafter's attention was called to the fact that those two vessels left Santiago without attendants and a proper supply of medicines and also lacking a plentiful supply of water.

In reply General Shafter says the Concho and Seneca were ordered to stop at Siboney and report to the chief medical officer there and carry convalescents home to the United States. Dr. Lagarde had full charge of the movement of the sick and wounded. Colonel Humphrey, chief quartermaster, looked after the water supply. General Shafter says Colonel Humphrey reports that the captains of the two vessels made no request for water so it was taken for granted by him that the ships were fully supplied with water.

Dr. Lagarde states that Surgeons Hicks and Bird, the medical officers on the Seneca, were furnished with such medicine as could be spared. According to Dr. Lagarde there were convalescents and waiters enough to look after the sick on a short voyage. This applies to the Seneca. Red Cross Surgeon Lesser and four female nurses were on the Concho. Dr. Lagarde states that he did all in his power to supply the sick on the Concho with sufficient medicines and attendants. He was handicapped by his lack of help and also his lack of sufficient quantity of medical supplies. In his report General Shafter speaks of Dr. Lagarde as a man in whose ability he has every confidence. He says Dr. Lagarde has been working under the most disadvantageous circumstances.

General Shafter further states in his official report that from the day the expedition left Florida up to the present time there has never been sufficient medical attendants or medicine for the daily wants of the command. Three times, says General Shafter, since leaving Cuba the command has been almost entirely without medicines. The want of medicines was so great at one time that General Shafter says the advisability of taking medical supplies from the Spanish hospital was seriously considered. This proposition was made to him by the medical directors at Santiago.

General Shafter denies in the most emphatic manner the statement that he or his officers are in any way responsible for the disgraceful conditions which existed on the Seneca and Concho. Everything possible, he says, was done for the sick and wounded. Evidently fault would not be placed at the door of General Shafter.

This extract from General Shafter's report is self-explanatory: "There is no excuse for lack of food as there has at all times been plenty of that. I have no doubt that many more were put on the ships than should have been, owing to the great desire to get home as they had fear of yellow fever and were almost wholly without hospital accommodations. The sick and wounded had only the clothing on that they wore into battle and of course that was ragged and worn out by the time they reached home. There was none to issue to them at the time they left and their own clothing they could not get at. There has never been a case of suffering here that could be remedied by the means at hand that was not attended to."

"The surgeons have worked as well as any men that ever lived, and their complaint has been universal of lack of means and facilities. I don't complain of this, for no one could have foreseen all that would be required. I will not quietly submit to having the blame laid on me for the lack of these hospital facilities."

Surgeon General Sternberg has many times stated that if there was any fault attending the transfer of the sick and wounded from Santiago to the United States that the blame should be laid upon the officers in charge at Santiago. General Shafter's report to Secretary Alger does not uphold this statement. What action Secretary Alger will take is not known. That he will take definite action is not doubted by the officials in the War department.

Hobson to Call On Cervera.

ANNAPOLIS, Md., Aug. 9.—Richard P. Hobson arrived this morning and will be in town only a few hours. He will call on Admiral Cervera and also visit his quarters, which he still retains at the Naval academy.

DAY TO LEAVE THE CABINET.

Secretary of State Will Retire When Peace Is Concluded.

WASHINGTON, Aug. 9.—In connection with the probable selection of Secretary Day as one of the peace commissioners, the important announcement can be made that he will, at an early date, retire from the office of the secretary of state and, after concluding his labors as a member of the commission, resume the practice of law in Canton. He finds social life in Washington too expensive for a poor man.

SCHLEY FEARED THE MINES.

Sampson Had Support in His Plan Not to Enter the Harbor.

WASHINGTON, Aug. 9.—Secretary Long has requested the publication of the following correspondence:

My Dear Secretary:—I am led to write at the present time on account of the publication of an article which appeared in the papers of the 19th inst., in which Commodore Schley is made to say that he had stated, apparently to the writer, that he had over and over again declared it was possible to enter the harbor of Santiago, notwithstanding the mines.

Commodore Schley called upon me yesterday and voluntarily stated that the publication of the article on the 19th was false in every particular; that he not only never stated anything of the kind, but that he had never even thought of it; that he had always entirely agreed with me on the question; and that he did not know a single officer whose opinion differed from mine. As I have reason to believe Commodore Schley has been misrepresented, I have taken the liberty to address to you a telegram upon this subject this morning, and as I am about to sail for the East I trust that it will receive your attention at an early date. Very respectfully,

W. T. SAMPOSON.

The telegram referred to is as follows: I call department's attention to an Associated press dispatch in the New York Times and Herald of the 19th, attributing to Commodore Schley certain opinions regarding mines. I request that the manager of the Associated press be called upon to name the source and authority for this statement.—Sampson.

On receipt of this telegram the department wrote the Associated press for the information requested. The reply of the Associated press is as follows:

Our Mr. Graham, who has been constantly with Commodore Schley since his squadron assembled at Hampton Roads, and is probably more familiar with his views than any newspaper man at Santiago, takes issue with the gentleman who wrote the letter referred to and says that Commodore Schley was always in complete accord with Admiral Sampson as to the question of entering the harbor. He quotes Commodore Schley as saying: "Admiral Sampson and I have always agreed that it would be foolish to enter the harbor with the mines in place, and the condition of the mines proved that Admiral Sampson was correct."

THE VULCAN IS KEPT BUSY.

Every Vessel in Sampson's Fleet Calls on the Repair Ship.

WASHINGTON, Aug. 9.—The repair ship Vulcan is one of the naval successes of the existing war. In preparing for this exigency the navy, on the outset of the war, purchased the steamship Chatham, renamed her the Vulcan and fitted her out with much expedition at the Boston navy yard. That the Vulcan has fulfilled the promise of her originators is shown by the fact that for further service our ships are not coming home except to be docked. The great fleet of Sampson lies in the land-locked Cuban harbor, with the Vulcan close at hand, prepared in every essential way for the duty which the Navy department may prescribe, and this after many of these vessels have been months away from a Northern machine shop and nearly a year from a dock yard. The character of the work now done by the repair ship is shown to some extent in a letter from one of her officers, who, writing from Guantanamo bay, says in regard to this vessel and its utility: "I can only say that we are busy night and day, there having been unexpected calls for brass castings of all kinds and sizes. It seems that every vessel in the fleet—colliers, transports, supply and war ships—has either a winch, a blower engine or a dynamo broken down. New eccentric straps and rods galore are required, with new brasses, gun castings, etc. We have supplied also an enormous quantity of stores to the different ships. As I said before, we are busy all the time and there is no vessel in the fleet but has had something done to it. The torpedo boats, small yachts and tugs required the most work."

"It will be seen from this how fully the Vulcan fills one of the most imperative needs of modern war, the maintenance of the 'fleet in being' so that its massive warriors shall be, as Torrington said long ago, 'fit to lie in a line'—to be battle ships as well after long service as before. The problem of a repair ship is one of many which the Navy department has had to solve in the exigencies of war after a generation of peace. The department and the generation are to be congratulated that in meeting these conditions they command the services of such men as the present engineer-in-chief of the navy."

Nine Violent Deaths in Chicago.

CHICAGO, Aug. 9.—There were nine violent deaths in this city yesterday. Among the dead is J. H. Banks, postmaster and ex-mayor of Willow Springs, Ill., who committed suicide by shooting himself at the Briggs house. Cause, unknown.

"OPEN DOOR" TO CHINA SHUT.

Russia Reported to Be in Possession of New Chwang.

LONDON, Aug. 9.—The Shanghai correspondent of the Daily Mail says: Russia is now practically in possession of New Chwang, and "the open door" in North China is already shut.

The correspondent of the Daily News at Odessa gives, under reserve, a report that the Russian charge d'affaires at Peking, M. Pavloff, will soon be removed, and he regards it as indicating a Russian backdown.

PICTURESQUE AMERICA.

The Overland Route and the Grand Scenic Beauty Encountered.

The story of the "Overland Route" has been told in prose and poem by those who have a right to claim the best knowledge of it; those who toiled over the plains driving oxen in spans, which pulled great caravans of freight; those who hopefully bore the heat and burden of the day, buoyed up and encouraged by the hope of an El Dorado in the mountains of the west—great, noble hearted men who sought in the glorious west the reward which seemed never to come near their doors in the populous east. They were brave and kind hearted, bold and gentle, and the story writer loves to dwell on their adventures and depict their hair-breadth escapes, and tell of their hopes and their disappointments. In one sense theirs is the story of the lives of many who read, and a chord of sympathy is touched by the skillful telling of the story. Everyone who has read these tales of the west has felt an instinctive desire to see the spots, hallowed at least in memory by some story, which has served to pass an hour away; and each one has longed for an opportunity. Those of the present day have the best of the earlier members of this mutual admiration society, for they can now make the trip in comfort, free from peril, and surrounded by all the luxuries incident to modern travel. In stead of toiling over the calined track of those who preceded them, the traveler of the day simply selects "The Overland Route," the Union Pacific system, and, as much at home as though in the quiet of some New England village, glides swiftly over a splendid roadbed, and allows his eyes to feast on the magnificent scenery afforded.

The highest point on this "Overland Route" across the continent is 8,247 feet, at Sherman; hence those who fear the results of great altitudes are relieved of that apprehension, as very little difficulty is experienced.

"Echo Canon," says an English traveler, "is a superb defile. It moves along like some majestic poem in a series of incomparable stanzas. There is nothing like it in the Himalayas, nor in the Sullivan Range. In the Bolan Pass, on the Afghan frontier, there are intervals of equal sublimity; and even as a whole it may compare with it. But taken for all in all—its length (some thirty miles), its astonishing diversity of contour, its beauty as well as grandeur—I confess that Echo Canon is one of the masterpieces of nature." Such is the verdict of one observer, and another in describing it is equally emphatic: "So far in our overland journey we have met with no striking instance of that most frequently occurring feature of these regions—the canon. What in the far west is so termed is sometimes a narrow chasm in the mountains, the bottom of which is often the bed of a stream of water, the cliffs on either side being nearly perpendicular or even inclining towards each other. Echo Canon has every feature of impressiveness—strong, determinate color, majestic forms and a novel weirdness. Usually the descent into the canon begins soon after leaving Evanston; the air coming from the mountains is inspiring; the afternoon light is growing mellow, and all the conditions are favorable to the highest enjoyment."

At Castle Rock may be said to be the true beginning of the exciting ride. "He must be a very close observer, indeed, who can comprehend all the varied beauties and curiosities that follow. The high abrupt wall on one side, so smooth that it might have been cut with a saw, the lofty bills on the other side, and the glimpse of mountains whose snows never melt, are inspiring and interesting. But they are not the only things that make a journey through Echo Canon memorable for a lifetime."

The Castle is one of the most perfect of all those striking objects whose vast proportions show them to be the work of nature alone, and yet whose symmetrical forms and adherence to architectural rules seem to stamp them as the works of man.

At first the cliffs are neither very lofty nor precipitous, though always picturesque. The slender stream creeping along beneath them is fringed with the hardy willow, and on every shelf, and up to the summits of the rocks, the dwarf cedars have obtained a footing, their russet foliage and dark spots of shadow giving a mottled appearance to the landscape. It is almost incredible, the tenacity which these cedars have on life; give them the narrowest ledge on the smallest cranny in the parched rock, and they go on growing, making up in hardihood and fantastic curve in trunk and limb what they lack in size. Soon the cliffs grow higher, more barren, more savage in form. In color, also, they change. At the canon head they are of a yellowish gray, in some places even ashen; now they stand up, stark and bare, and of almost a blood-red color. At one point we are whirled past a chaos of tumble rock; the whole face of a lofty cliff has fallen at once, leaving the part yet standing of a fresh, bright hue, that it will take a thousand years of summer sunshine and winter frost to tone back into the general color of the surrounding heights. One can well imagine the roar, the volume of sound, that went rolling across the hills when fell that mass.

During the so-called Mormon war, when Johnson's army was on its way to Utah, there were a number of stone-work fortifications erected on the crests of the cliffs.

From these old rock works, perched like crows' nests on high, a splendid view of the canon may be obtained. W. H. Eldridge, whose language we have used before, has written a beautiful description of this view, which we cannot do better than quote:

"From such a point of view as Hanging Rock, or the ridges above it, a much better idea of what one may term the tumultuousness of the surrounding country can be obtained than from the bed of the canon. The earth is split by a score of transverse ravines, which extend like blue veins from the main artery and mar the face of the country with shadow; isolated columns, positive and brilliant in color, stand alone in their chromatic glory, without a visible connection with the main rock from which they were originally detached; old groups of conglomerate, much like inverted wine-glasses in shape, and plainly banded with several strata of color, sprout like so many monstrous mushrooms; and, clasping all within their basin, are the circling mountains of the Wahsatch and Uintah Ranges."

Shrill blows the whistle as we cut across the pioneers' road, and the echoes are prolonged, striking against the red cliffs to rebound from height to height and die away up in the shaggy ravine. We have passed the "Steam-boats," the "Rock of Gibraltar," and the "Monument Rock," standing lonely in its lonely ravine. As we flash by, wondrous numerous and unnamed, the afternoon sun is streaming down slant rays and lighting up the southern side of the cliffs and casting long blue shadows across our path. The somewhat harsh and incongruent colors of rock and foliage are brought into harmony, and the mind suddenly receives the impression that the wonderful picture presented by the cliffs of Echo Canon is one to dwell in the memory for a lifetime. At last the locomotive, giving another resounding whistle, passes round a sharp curve; Pulpit Rock, famous the world over, is on our right hand; we can almost touch it. We have entered a valley running at right angles to the canon; this is the Weber. A few moments more and the train slackens its speed at the cluster of houses called Echo City.

Pulpit Rock is so called both from its shape and from the supposition that Brigham Young preached from it his first sermon in Utah, addressed to the pioneers then on their way to Salt Lake Valley in 1847.

Weber Canon! To those who have made the great transcontinental trip over the Union Pacific railroad, the name will revive the memories of a host of imposing scenes—the Devil's Gate and Slide; the Wilhelmina Pass; the turbulent Weber River sweeping onward and awakening with its angry voice the echoes from cliff to gorge; the long, black tunnels; the dizzy bridges, a kaleidoscope change of wonders of nature and art. To those who have not yet made the notable tour, who have yet to learn from actual sight the peculiarities and grandeur of western scenery, the name will serve to put their expectation on tip-toe, for, of all the canons passed through by the rail between the Missouri river and the Pacific ocean, this one has earned the reputation of containing the most wonderful scenes, the strangest sights, some that will be long remembered for their wildness and grandeur alone; and others, because they are most striking examples of some of the distinctive features in western scenery.

It is a trip which everyone should take, varying the climate, the altitude and general environments of business and care, and it can be taken so comfortably and at such reasonable expense in the splendid cars of the Union Pacific system that it should be decided upon at once as the one next to be undertaken.

F. P. BAKER.

With a Wall of Water.

The idea of protecting buildings against fire from without by means of a water curtain, to be made to fall all around the structure, appears to be gaining favor, having the indorsement of some of the most experienced professional experts in this line, and the plan is exciting special attention in Chicago, where it is being applied to the great public library building. The arrangement is extremely simple. A seven-inch steel water main is laid around the top of the structure, upon the broad stone table formed by the top of the coping, this pipe having connection with force pumps situated in the basement, and, through perforations properly arranged, insures the introduction of a substantial sheet of water from cornice to pavement, around the whole or any imperiled portion of the building. The arrangement of the system of piping is such as to enable operating in prescribed sections; additional relays of smaller pipes are also placed in position above windows and doors, in order to complete the curtaining of those points in the most serviceable manner, should the curtain in the main be broken by wind impingement against the building.

How to Pronounce Alger.

"How do you pronounce the name of the Secretary of War?" is a question asked many times every day, and as in most cases people do not know, a different pronunciation is given by each. "Alger," hard g, "Awejar," and "Aljer" have been the most frequent pronunciations. As Camp Alger has caused the name to be on the tongue of so many, the private secretary was asked to give the correct pronunciation, so all may now rest assured that they have it right if they say "Ahjler," pronouncing the first two letters as in the exclamation "ah," bringing in the l in the only way it can be enunciated, and the last three letters as in jerk. The first syllable is not as if spelled "awl," although this error is made frequently.—Richmond Times.