TO REINFORCE SHAFTER

Additional Troops to be Sent to Him Immediately.

FORCE AT SANTIAGO WILL REACH 24,000

Spanish Forces There May Reach 25,000! Men—Relief that the Transports Have Reached Manila.

Washington, June 21.—Two months ago today the war books out between the United States and Spain, ground for the proclamation of the President and the declaration of Congress. The end of that period finds nearly plus United States troops lying off Santiago preparing to land, it finds active communications established between the government at Washington and the advance guard of the expedition in Cuba, and it finds Cuban territory in the possession of the United States marines, backed by a squadron and nearly all of the commercial ports of Cuba blockaded. This is all apart from Dewey's great victory at Manila and the splendid results achieved in organizing the insurgent armies now in camps.

The efforts of the administration for that they have a right to look back with pride over what has been accomplished in the short space of two months, working in a new port with new materials in both the army and the navy.

The government has now determined to send heavy reinforcements to Shafter at Santiago. To the end of the war expedition will leave Newport News Thursday morning, carrying Gen. Duffield's separate brigade of the Second army corps, made up of the Ninth Massachusetts, the Thirty-third and Thirty-fourth Michigan and the Third Virginia regiments, in all about 4,000 men.

The expedition will be followed rapidly by others by way of Tampa, for which Fernandina and Mobile are ordered to have every good vessel for concentrating troops, yet army officials are now satisfied that Tampa can be retained with advantage as the main point of embarkation.

The next force to go will include three of Brig.-Gen. Garretson's (the second brigade, First division) second army corps, embracing the Sixth Illinois, the Sixth Massachusetts and the Eighth and Ninth Ohio regiments.

Brig.-Gen. Guy V. Henry, a distinguished cavalry officer of the regular army, arrived here today from Tampa. He commanded a division made of the brigades of Gen. Duffield and Gen. Garretson, this division comprising 4,000 men, to be the first reinforcement of Gen. Shafter. It will at once move the American forces at Santiago to Cuba to about 24,000 men, but the Spanish forces in Cuba are more than number, as there is a determined purpose to send forward a sufficient force to crush any Spanish resistance which may be encountered in the final war.

The reports from Santiago that Spanish troops are in and about the city do not agree with the reports entertained in the possession of the war department. Advices to the latter effect are not to exceed 14,000 Spanish troops at Santiago, while 70 miles away in the north, at Holguin, the Spanish force commanded by Gen. Pando, has 10,000 men. The war department is satisfied that the Cuban forces under Garcia can keep Pando from reinforcing Santiago. Period this can be accomplished the Spanish forces at Santiago will be cut off from all hope of relief or supplies. They are all well armed, well disciplined, used to the climate, know the fighting grounds of that locality, and are probably as good an efficient fighting force as the Spaniards can bring to bear.

There is no purpose on the part of the authorities here to leave Gen. Shafter with inadequate forces to meet the standard Spanish force. It is for this reason, in part, that a division, officially under Gen. Henry, will relieve Gen. Shafter followed by such additional troops as the exigencies of the situation seem to demand.

Up to the close of office hours today neither the war nor navy department had any detailed confirmation as to the arrival of the troops at Santiago. The entire information today was confined to one brief dispatch from Captain Allen of the signal service to Gen. Greely, stating that the troops transports had arrived. This was enough, however, to start business rumors that the actual landing of troops was in progress, and one report went to the extent of stating that the troops were landing under a heavy fire from the Spanish forces.

Secretary Alger and Gen. Miles disposed of these reports, saying that no such information was at hand, and Secretary Long finds the same disclaimer for the navy department.

It may be true, however, that the landing is now in progress, and although it is not impossible, officials consider it improbable that any landing is going on under a Spanish fire. The landing itself may take considerable time longer than was anticipated, and officials believe that at least three days more will be required before the troops are on shore and in any sort of organized condition. Some of the army officials even go further than that time, one of them holding that it will take quite a month to get all the troops and the stores to be taken off later, and the supplies for the troops ashore.

The officials of the navy department were not deeply concerned over the report from Hongkong that the Chinese authorities had ordered the United States dispatch boat Zafiro out of Chinese waters without allowing her to take coaling in Chinese ports. The reason for this unusual order was a conviction that the cruiser Charleston and three big transports have already reached Manila, carrying a large quantity of the coal supplies so the American fleet there would most require. Then too, it was felt that the Zafiro had already been treated with consideration and had probably obtained all the privileges to which she was entitled in Chinese waters.

It was said at the navy department that nothing had been heard from the admiral himself since a dispatch received from Hongkong day before yesterday, brought to that port by the Zafiro. As the dispatch which left Pango about Thursday last at the latest, she could, of course, bring no news of the arrival of the transports.

Capt. C. J. Logan, who has been one of the heads of Capt. Cromwell's office in the navigation bureau, has gone to Buffalo and will take there a draft of sailors to man the cruiser Buffalo, which is now lying at New York. Mr. Logan will be assigned to duty on the Buffalo, under the command of Capt. Brownell, at present in charge of the recruiting service in the navy department. The Bostonian has just returned from a three years' tour of duty in China and has a right to expect a long leave and protection short duty. However, he goes immediately to active service when warship and has with Lieut. Whitehead taken the twenty-four hours of each day in steady duty at the department, keeping and receiving the categories in order, in which the cable has been so much interested.

Late Advices from Sampson.

Washington, June 21.—The navy department continues to hear from Admiral Sampson. The reports last received spoke of the satisfactory condition of affairs and prominently drew attention to the continued good work being done by the Cubans. The admiral says he now has about 1,000 Cubans fully armed, equipped in the hook-whacking work which has proved so effective in protecting the marines and in preparing the way for the American troops. The Insurgents of Cuba are quite apart from the regular force under Gen. Rabi and Garcia and is a disciplined body of guerrillas which is co-operating with our naval forces rather than with the army.

The extent to which the Cubans have been aligned to which is shown by the report reaching the navy department that thirty wounded Cubans have been placed on the Iowa. This is believed to be considerably more than the wounded from the American marines.

THE LOG OF A U. S. CRUISER.

Interesting Account of the Exploits of the Auxiliary War Vessel St. Louis.

Cut Two Cables in One Day Under Fire—Capture of the Coal Steamer Trockenham.

On Board the U. S. S. St. Louis, off Santiago, June 16, 1898.—(Correspondence of the Associated Press.)—Following are interesting extracts from the log of the second cruise of this ship, one of the "cracks" of the American fleet:

"Monday, May 30.—Capt. Goodrich received special orders to proceed to sea. Three p. m.—Finished taking on stores; cast off from the American line pier and proceeded down the bay. Passed Sandy Hook lightship and steered south.

"Various vessels engaged racing four extra guns in position, were assisting us in getting under way.

"Tuesday, May 31, 10 a. m.—Albert Turner, sick, was found missing, every search was made without finding any trace of him. Reported he must have jumped overboard while temporarily insane.

"Friday, June 3, 7 a. m.—Sighted the island of Inagua; 8 a. m.—Arrived alongside the Ingalls New York. After breakfast Capt. Goodrich went on board the Yankee with the admiral and the captains of the other ships.

"Saturday, June 4.—Shortly after midnight, we proceeded to full speed. At daybreak we sighted the Yankee, which had was carrying. We found later that it was a train running over trestle work close to the water's edge. Several shots were fired across the bow of the train before it could be stopped.

"9 a. m.—Received orders from the admiral to proceed at once for Guantanamo Bay. Arrived at 2 p. m. and anchored in Cuba at about 11 p. m. The two other ships came in two hours afterward.

"Monday, June 5, 4 a. m.—Arrived at Guantanamo, found no Marblehead or Yankee there, returned and arrived off Santiago.

"8 a. m.—Found fleet as usual doing nothing in particular.

"8 p. m.—Left with Hinsdale for Mole St. Nicholas.

"Monday, June 6.—Arrived at Mole St. Nicholas, had Hinsdale on board and left at once for Santiago, 140 miles. Arrived at 10 minutes past 5 p. m., after being chased by a torpedo boat Porter, her commander taking us for an enemy until we fired. Then she showed her short stack. 11.35 p. m. received orders from the admiral to proceed at once to Guantanamo.

"Tuesday, June 7, 5.30 a. m.—Arrived at Guantanamo, found Marblehead and Yankee waiting for us. We led the way into the harbor, feeling our way with the lead. Marblehead and Yankee followed, using all three ships firing from both either side and coaling shallow water. Then Marblehead and Yankee, being of an inch or draught, passed us and feeling their way around the point and in range of the fort and gunboats, moored their to-buoys with full force, launch some twice every time for all they were worth.

"In the meantime the St. Louis kept up a constant fire with her 6-pounders, the object being to keep the cable from coming to Santiago and friends of May 31. When the Marblehead had passed the point inside the harbor her shore so close to shore that it was only a short time the whole village was in a blaze.

"The St. Louis, in position, lowered her grapples over starboard side and commenced dragging the harbor for a very short time the grapples caught the cable, which was successfully hooked in a boat at 1 p. m., and was at once cut and destroyed.

"The St. Louis then steamed across the harbor, grappling for the cable, and came from Guantanamo to Mole St. Nicholas. Half. After a quarter to seven a clear case from the fore-mast head. The sea was very, was hooked in right, making the St. Louis the second cable, the Yankee cutting the cable in one day under the Africa cutting the second cable. Capt. Goodrich, Lieut. Wright, McCulla of the Marblehead and Capt. Brownson of the Yankee, sent dry, and the St. Louis started on a mission of Sunday.

"Thursday, June 8.—Cruising off Morant Point, Jamaica, 8.30 a. m., sighted a steamer bound from on her, and proceeded to meet her. At 10 when about two two guns, one astern and one forward, indicating that she would have to be boarded. Boarded recently Trockenham of London, the prize we were looking for, laden with coal for the Spanish fleet. She came to at once. We sent her on board Ensign Pryor and a boarding crew and six marines boarded her and brought the steamer on board. He over Capt. Goodrich to understand that he was going with coal contraband to himself, in his own name for use part in the West Indies, which was the best market. He stated that he had coal for sale for the Spanish fleet. He came to Santiago and was chased by the Porter, but could not get satisfactorily with the cruiser even. Information received from Jamaica that the Spanish fleet at Santiago, Capt. Goodrich, with coal contraband of war, and the Spanish admiral, who, on board, wished him to land and sell the coal. Capt. The French Minister and the Spanish Consul-General at Kingston, Jamaica, leading to land these three, then, we were here to interrupt him, which we did, and he left with a prize crew on board consisting of Ensign Pryor, Midshipmen Goodrich, two engineers and twenty-five sailors and six marines, all armed to the teeth, with instructions to keep in company with us to Santiago to report the case to Admiral Sampson.

"Three Prizes and that he found on board a Spanish officer, Capt. Goodrich himself went aboard and took him to the Yankee, where he was placed in irons.

"The capture of the steamer occasioned this fact, in that case the ship was not in the hands of the Spanish. Yes, this is a great stroke of good luck for the St. Louis, ships being in consideration the cut the cable off Porto Rico and, as we understand, and the line was secured this prize."

New Method of Preservation of Meats.

New York, June 21.—A special to the Times from Washington says: Oliver E. Hughes, consul at Nuremberg, Germany, has a report dated April 27th, relative to a new method of preserving meats. His report is as follows: A new method of preserving freshly killed meats has been discovered by the Danish zoologist, August Fjelstrup, recently well known through his method of producing milk without the use of rennet. The process according to the printed reports has stood a remarkable hard three-months test at the Odense (Denmark) company's slaughter houses in a very satisfactory manner.

The method in itself is extremely simple, and might be of great service to the troops in the tropics (the writer having had considerable experience in trying to keep meat fresh in Cuba).

The animal to be killed is first shot or stunned by a shot from a revolver and then bled in the usual way. The blood is then so treated as not to injure the brain property. As the animal dies, some one or assistant cuts down over the heart, opens a ventricle and allows all the blood to flow out, the theory of this being that the decomposition of the blood is almost entirely responsible for the quick putrification of fresh meats. Immediately thereafter a large solution made of common salt and a small quantity of nitre, according to length of time meat is to be kept, is injected by means of a powerful syringe through the other ventricle of the heart, and the animal is then allowed to bleed to almost exhaustion, which process takes only a few minutes, and the beef is ready for use, which can be cut up at once. This method has been examined and very favorably reported upon by the general council at Odense and Aarhus, and also by many experts.

TALK WITH GEN. GARCIA.

He Welcomes the American Commanders and Tells of His Plans.

On board the Associated Press dispatch boat Dandy, off Santiago de Cuba, Monday night, June 20, via Kingston, Jamaica, Tuesday, June 21.—(Copyrighted, 1898, by the Associated Press.)—Gen. Calixto Garcia and the other Cuban officers gave Gen. Shafter and Admiral Sampson a hearty welcome at Aserradero this afternoon, when the American officers went to his headquarters to return the visit. The Cuban showered upon their distinguished visitors all the blessings of Cuban liberty for the assistance of the United States in the Cuban struggle for freedom and they expressed the conviction that victory was at hand.

In the Cuban commander's hut, a rude but quite comfortable and comfortable only a crude cottage, the conversation was held. It lasted several hours. Gen. Garcia expressed his plans fully, told how he had fed the Spanish troops, and how he had kept the Spanish troops in Santiago and held back the Americans, and how he had shaken the mountain train leading from Santiago to the most convenient landing places east and west of the Bahia entrance.

Gen. Garcia's plans were based on a close investigation of the subject and sought all the information available with regard to the most feasible plans of transporting a large body of troops overland.

TELEGRAPHIC BREVITIES.

It is said that Emilio Francis Jose Martinez, a Cuban, is to be the judge on the subject of Intervention.

Twenty-five British boilers have been offered to the war department for sale, and have been accepted, and three are not yet in United States ports.

A street car on the Rio Grande Akron to Cuyahoga Falls, O., jumped the track and turned over twice, injuring about twenty people, some seriously.

Madrid commercial journal, El Correo, without openly championing peace, which would be considered unpatriotic, calls attention to the injury the war is causing trade and industry.

Beginning July 1st the Louisville & Nashville Railroad company will reduce to its employes one-half of the wages they have been receiving for the past two months, and on August 1, two—the yearly rate.

In Troy, N. Y., last night Larry Burns of Corbin and Tommy White of Chicago fought twenty rounds at the Hanbarian Athletic club and the fight was declared a draw.

The Surgeon's Cruel Knife.

It is positively cruel for the doctors to attempt to cure Cancer by the use of the knife. This deadly, destructive disease seems to be beyond the control of the physicians, and without considering what the logical, sensible treatment should be, they ruthlessly force their patient to the ghastly operating-table, and proceed to wield their keen instruments. A surgical operation should be always regarded as heroic treatment, and as absolutely necessary to save the patient's life. When resorted to for diseases which can not possibly be benefited thereby, this treatment is simply barbarous.

Cancer is a disease for which the doctors know no treatment but a surgical operation, and at the same time, such treatment never did cure or even benefit Cancer, and never will. It is so absolutely unnecessary that all who submit to it, place their lives in jeopardy. Cancer is a blood disease, *the poison is in the blood*, and can not be cut out.

S. S. S. Cures Cancer

and it is the only cure, for it is the only remedy that reaches the disease. The surgeon's blade cuts the ulcer, but the poison remains in the blood, and never fails to break out afresh.

"When my son was six years old, a small sore appeared on his lip, which gave him a great deal of pain, and commenced to spread. The doctors said he had Cancer, and advised that an operation was necessary. After much reluctance, we consented, and they cut down to the jawbone which they scraped. The operation was a severe one, but I thought it was the only hope for my boy. Before a great while the Cancer returned, and began to grow rapidly. We gave him some remedies without relief, and finally, upon the advice of a friend, decided to try S. S. S. (Swift's Specific), and with the second bottle he began to improve. After twenty bottles had been taken, the Cancer disappeared entirely, and he was cured. The cure was a permanent one, for he is now eighteen years old and has never had a sign of the dreadful disease to return." J. N. Musgrove, 779 Snodgrass St., Dallas, Texas.

Being a virulent, destructive poison in the blood, it takes but little reasoning to see that the only proper treatment for Cancer is a blood remedy, one which has unusual merit and can force out the poison. Swift's Specific (S. S. S.) is a positive and permanent cure for Cancer, as proved by the abundance of testimony of those whom it has cured after all other treatment had failed and, in a number of cases, after all hope had vanished. It goes right down to the very cause of the disease and forces out every trace of the taint in the blood, thus ridding the system of it forever. Being purely vegetable, and the only blood remedy guaranteed to contain no mercury, potash, or other mineral, it builds up and strengthens instead of pulling down the system.

Beware of the knife—it is dangerous and offers no hope. S. S. S. cures positively and permanently, and is the only cure for deadly Cancer.

Our books on Cancer will be sent free to any address. Swift Specific Co., Atlanta, Ga.

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SALT LAKE AND OGDEN RAILWAY.

Daily Time Table in effect May 29, 1898.

Leave Ogden	Arr. Farmington	Lv. Farmington	Arrive Salt Lake
7:00 a.m.	7:40 a.m.	7:50 a.m.	8:30 a.m.
8:00 a.m.	8:40 a.m.	9:00 a.m.	9:40 a.m.
10:00 a.m.	10:40 a.m.	10:50 a.m.	11:30 a.m.
11:00 a.m.	11:40 a.m.	12:00 m.	12:40 p.m.
1:00 p.m.	1:40 p.m.	1:50 p.m.	2:30 p.m.
2:00 p.m.	2:40 p.m.	3:00 p.m.	3:40 p.m.
3:00 p.m.	3:40 p.m.	4:00 p.m.	4:40 p.m.
4:00 p.m.	4:40 p.m.	5:00 p.m.	5:40 p.m.
5:00 p.m.	5:40 p.m.	6:00 p.m.	6:40 p.m.
6:00 p.m.	6:40 p.m.	7:00 p.m.	7:40 p.m.

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OREGON SHORT LINE Railway.

TIME CARD IN EFFECT MAY 8, 1898.

Trains arrive and depart at Salt Lake City. Ogden as follows:

ARRIVE.

From Omaha, Ogden, St. Louis, Kansas City, Denver, Park City and points . . . 3 10 p m
From Montana, Butte, Portland, San Francisco, Ogden and intermediate points . . . 9 05 a m
From San Francisco, Cedar Valley, Ogden and intermediate points . . . 7 10 p m
From Chicago, Omaha, St. Louis, Kansas City, Denver, Park City and points . . . 6 15 a m
*From Provo, Nephi, Juab, Eureka, Milford, Modena, Milford and Intermediate points . . . 6 30 p m
*From Ogden, Provo, Nephi, Milford City and intermediate points . . . 10 30 a m
*From Milford, Modena, Milford and intermediate points . . . 4 00 p m

DEPART.

For Chicago, Omaha, Denver, Kansas City, St. Louis, Ogden and points east . . . 7 00 a m
For San Francisco, Ogden, Cedar Valley and intermediate points . . . 4 00 p m
For Montana, Butte, Portland, Boise City and intermediate points . . . 4 00 p m
*For Provo, Nephi, Juab, Eureka, Milford, Modena, Milford and intermediate points . . . 6 25 p m
*For Ogden, Provo, Nephi, Milford City and intermediate points . . . 7 00 a m
*For Milford, Modena, Milford and intermediate points . . . 10 40 a m
*Trains south of Juab run daily except Sunday.
*Daily except Sunday.

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CURRENT TIME TABLE.

Leave Salt Lake City.

No. 2—For Provo, Grand Junction and all points East . . . 8 45 a m
No. 4—For Provo, Grand Junction and all points East . . . 7 40 p m
No. 6—For Ogden, Logan, Provo, Manti, Richfield and intermediate points . . . 8 00 a m
No. 8—For Ogden, Pocatello, Provo, and all intermediate points . . . 4 00 p m
No. 10—For Ogden and the West . . . 5 20 p m
No. 12—For Ogden and the West . . . 11 30 p m
No. 42—For Park City and intermediate points . . . 8 00 a m

Arrive Salt Lake City.

No. 1—From Stockton, Provo, Grand Junction and the East . . . 12 20 p m
No. 3—From Provo, Grand Junction and the East . . . 9 00 p m
No. 5—From Ogden, Richfield, Provo, Bellevue, Manti and intermediate points . . . 3 25 p m
No. 7—From Ogden and the West . . . 9 45 a m
No. 9—From Ogden and the West . . . 7 00 p m
No. 11—From Provo, Pocatello, Ogden and intermediate points . . . 10 00 a m
No. 41—From Park City and intermediate points . . . 5 30 p m

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"The Overland Limited" for Ogden, St. Paul, St. Louis, Omaha, Kansas City, Denver and Park City . . . 7 00 a m
"The Fast Mail" for Chicago, St. Paul, St. Louis, Omaha, Kansas City and Denver . . . 4 30 p m

Arrive Salt Lake City.

"The Overland Limited" from Chicago, St. Paul, St. Louis, Omaha, Kansas City, Denver and Park City . . . 2 10 p m
"The Fast Mail" from Chicago, St. Paul, St. Louis, Omaha, Kansas City and Denver . . . 1 00 a m

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Train No. 2 leaves Ogden 4:30 a. m., Salt Lake 7:30 a. m., arrive at Pueblo 5:00 p. m., Colorado Springs 6:45 p. m., Denver 8:00 p. m.

Train No. 4 leaves Ogden 8:30 p. m., Salt Lake 11:30 p. m., arrive at Pueblo 6:00 a. m., Colorado Springs 7:45 a. m., Denver 9:00 a. m.

Connections made at Pueblo, Colorado Springs and Denver with all lines east. Excellent day coaches, chair cars and Pullman sleepers on all trains. Take the D. & R. G. and have a comfortable trip and enjoy the finest scenery on the continent.

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