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ULTIMATUM OF THE UNITED STATES.

A Document Soon to Be Presented to Spanish Commissioners

Pointing Out the Exact Peace Terms Acceptable to Americans.

Will Not Involve This Country in Any Obligations to the Creditors of Spain in Any Shape or Form—No Spanish Bonds Will Be Guaranteed, Even if They Have Mortaged as Security the Revenues of Territory to Be Taken by the United States.

PARIS, Nov. 18.—The United States Commissioners are devoting to-day, as they did yesterday, to formulating their next presentation for the consideration of the Spanish Commissioners. While the Americans are reticent as to their intentions, it may be said with reserve that the occasion is near upon which the exact peace terms acceptable to the American Commissioners will be laid before the Spaniards, with a time limit for their acceptance.

As previously indicated in the dispatches, the American Commissioners will not involve the United States in any obligations to the creditors of Spain in any shape or form. In other words, the Americans will not guarantee any of the Spanish bonds, even if they have mortgaged as security the revenues of the territory to be taken by the United States.

As set forth in these dispatches on October 31st, and previously, the United States may now balance its war ledger, debiting to Spain the value of the battleship Maine, the cost of the naval and military operations, the losses incurred by American commerce and the future pension roll, etc., while on the other side of the sheet may be placed Spain's equities and values in the Philippines. If a difference is found to exist in favor of Spain, this amount in cash may be offered her by the American Commissioners at the next joint session here. What this balance may be is not definitely known, but it may be about $20,000,000, or, possibly, less.

The Americans may also require until next Monday or Tuesday to prepare this final presentation of their case, which was understood at the adjournment of Wednesday last.

PREPARED FOR SPAIN'S CONTENTIONS.

WASHINGTON, Nov. 18.—The two new points laid down by the Spanish Commissioners in the answer presented by them at Wednesday's session of the joint commission will not be permitted to change the attitude of the United States Commissioners. These points were in substance that the Spaniards could not permit any question to be raised as to authority of the Spanish Government to pledge the resources of the Philippines' loan, and they could not permit an accounting of the method in which the proceeds of this loan had been expended.

There is reason to believe that the Spanish purpose is to conceal enormous defalcations by the Spanish officials who have governed the Philippines since the issue of the loan. The ostensible purpose is to be able to plead inability to state what the "pacific expenditures" have been on account of the Philippines, which was all that the United States proposed to reimburse them for.

Our Government, however, in anticipation of such evasive dealings, has prepared the American Commissioners with instructions which exactly meet this case. They know approximately the value of the betterments in the Philippines, having ascertained this from private, but thoroughly reliable sources. Knowing this, they can afford to ignore entirely the efforts of the Spaniards to becloud the facts, and will adopt the simple expedient of proffering a lump sum—as many million dollars as it is deemed fair and just to tender for the Spanish properties, requiring and tendering no statement of calculation as a basis for the offer. Thus there will be avoided the danger of a long wrangle over complex statements of figures, and the issue will be made with perfect clearness.

It is believed that the Spanish Commissioners finally will accept this offer, though it is fully expected that once the commission reaches the point of naming a sum of money, and has left behind it all the irrelevant discussion touching sovereignty, the Spanish Commissioners may make a determined effort to secure a larger allowance than the President has sanctioned. Judging, however, by the conduct of the American Commissioners up to this point, there will be very little latitude allowed the Spaniards in this matter, and it is believed that they have come to appreciate the fact that the American proposition is in the end just above where it was at the beginning, and that American diplomacy is straightforward at all points.

QUARANTINE CONGRESS.

Second Day's Session of the National Convention at Memphis.

MEMPHIS (Tenn.), Nov. 18.—The National Quarantine Convention reassembled to-day with a larger attendance than yesterday. It was ordered that the Executive Committee be instructed to perfect a permanent organization.

Dr. Albright, President of the Tennessee Board of Health, moved that no one should be allowed to read a paper which was a technical treatise on yellow fever. Adopted without opposition. Secretary Rush read a paper by Dr. Holbrick of Charleston, S. C., opposing national quarantine. A paper was next read by Dr. Sanders, President of the Alabama State Board of Health, in opposition to Federal control of quarantine.

The annexation of Cuba and the adoption of modern sanitary regulations there for the purpose of eradicating disease was the solution offered by Dr. W. S. Robbins of Vicksburg, Miss., in a paper read to the convention. He advocated giving the whole matter of cleaning up things in Cuba to the United States hospital service. If the fever is eradicated in Cuba, it will solve the problem for this country, he contended.

The Committee on Resolutions reported the following:

"Resolved, That there be established a national bureau of public health in the Department of the Treasury of the United States, that the administration of all the public health functions now exercised by authority of the United States be placed in charge of this bureau, that the sanitary authorities and commercial interests of the several States of the Union be brought into immediate relation with the bureau and be given a due share in the power and responsibilities of the control board through the agency of an advisory council consisting of one member from each State, to be appointed by the authorities of the several States."

The resolution developed strong opposition.

CONDUCT OF THE WAR.

Investigation Commission Taking Testimony at New York.

NEW YORK, Nov. 18.—The War Investigation Commission met here to-day. All the members were present except Colonel Denby and Major Miles.

Dr. Charles S. Greenleaf, Chief Surgeon of the troops in the field on General Miles' staff, said that in some respects Camp Alger was a good camp for a small body of men, but there were many drawbacks. The water supply was poor and the country was known to be highly malarious. There was a deficiency of privates in the hospital corps and of medical officers, and at times medical supplies. The best interests of the sick, Dr. Greenleaf said, were not seriously imperiled but the efforts of the physicians were generally embarrassed.

Taking up the question of the lack of tents, surgeons and medical supplies in Cuba, Dr. Conner asked Dr. Greenleaf how the medical supplies were delayed at Siboney.

Dr. Greenleaf said he did not know.

"Who finally unloaded these supplies?" asked Dr. Conner.

"I did. I captured six pontoons, and took the law into my own hands."

"You unloaded in thirty-six hours supplies that had been lying in the harbor two weeks. Why did not Dr. Pope, Chief Surgeon of General Shafter's corps, land them within those two weeks?"

"I suppose he was at the front attending the wounded."

"Did Dr. Pope take charge of one wounded man?"

"I cannot say," replied Dr. Greenleaf. "I am sure that Dr. Pope did the best he could. I had full authority from General Miles to do what I thought best."

In reply to a question, Dr. Greenleaf said he supposed Dr. Pope had authority from General Shafter sufficient to enable him to unload the supplies at Siboney as he (Greenleaf) had done.

"There is no doubt," said Dr. Connor, "that somebody was dreadfully at fault. Cannot you help us to find out who it was?"

Dr. Greenleaf said he could not.

In reply to another question, Dr. Greenleaf said that it was usual in time of war to anticipate the wants of wounded men, and to expect that there would be wounded. He could not tell if all proper arrangements had been made in Cuba, but he knew that the stores had not been landed. He declared positively that he found no evidence of any neglect or incompetency on the part of any man or officer.

Questioned as to the condition of affairs on the transports, Dr. Greenleaf said he did not personally inspect the transports at Cuba, but those leaving Porto Rico under his personal direction were well equipped in all respects.

FIGHT WITH CONVICTS.

A GUARD KILLED AND TWO PRISONERS WOUNDED.

Outcome of an Attempt of Two Long Timers to Escape From a Penitentiary.

COLUMBUS (O.), Nov. 18.—As a result of a desperate attempt made by two convicts to escape from the penitentiary about 8 o'clock this morning, Guard Charles D. Lauterbach of Mount Vernon was shot and killed, while Convicts O'Neill and Atkinson received injuries of a serious nature, and both are now in the prison hospital.

By some means Convicts O'Neill and Atkinson, who are serving fifteen years for robbery, obtained a revolver. One covered his face with a handkerchief and went into the broom shop, where he held up Guard Lime and took his revolver. He then returned to the shoe shop, where the other man joined him, and they opened fire upon Guard Lauterbach, who was in charge of that department. The guard was shot three times and almost instantly killed.

They sound of the shooting reached the other officials in the prison, and they came on the run to investigate. Guard Gump was the first on the scene, and taking in the situation at a glance, opened fire on the two prisoners. This was returned until the revolvers of all the participants were emptied. In the fray Atkinson was shot down.

As soon as the guns were emptied Guard Gump rushed in, and with his cane almost beat O'Neill to death before the prisoner would surrender. Atkinson was shot in the body, but is not thought to be fatally hurt. O'Neill was beaten so badly about the head that his injuries may result fatally.

The other prisoners in the shop where the shooting occurred took no part in the affair, but it is understood that they stood ready to follow if the efforts of the two leaders proved successful.

Previous to the outbreak one of the two prisoners forced a third man to place a ladder against the outside of the penitentiary wall, so that when they had fought their way out of the shop they could shoot down the wall guard and make their escape by that route.

Frank O'Neill and John Atkinson are serving their third terms. Atkinson says that O'Neill secured two guns on the Fourth of July, when visitors were allowed in the prison. They were hidden by Atkinson, the two men deciding to wait for fall before trying to escape. They had been waiting for three weeks for an opportunity.

BRITISH SHIP ALATIN WRECKED.

Goes Ashore Near Alsea Bay, on the Oregon Coast.

Only Three Survivors of at Least Twenty-Seven Persons Aboard.

The Vessel a Total Loss—Claimed by One of the Survivors That the Wreck Was Due to the Carelessness of the Captain of the Ill-Fated Ship, Who Was Racing With Another Craft, and Run Too Close to Shore in Order to Gain an Advantage.

NEWPORT (Or.), Nov. 18.—News was received at Newport that the British ship Alatin, which sailed from Tacoma for Cape Town some days ago, went ashore on the rough coast near Alsea Bay last evening. The Alatin carried a crew of twenty-nine men all told, and of these only three are reported to have been saved. A northwest storm has been blowing there for some days, and it is thought that the ship was blown out of her course to the spot where she struck.

The shore near Alsea is very rugged, and when a northerly gale is blowing a very high surf is usually raised. It is very difficult to get news from the place where the Alatin is grounded, and it may be late before full particulars of the terrible disaster are received here.

A life saving crew of volunteers has started from Alsea for the scene of the wreck, and will endeavor to save any of the crew who may have clung to the hulk. It is feared, however, that the three men who were washed ashore are the sole survivors.

The place where the Alatin struck is sixteen miles below here, and the nearest telephone station is five miles from the wreck. According to the story received here over the wire the vessel was partly dismasted in the gale off the coast. She became unmanageable and drifted into the trough of the sea and her decks were swept clear of everything movable. The seas broke into the cabins and flooded the galley, putting the fires out in the donkey room. The crew did everything possible to clear away the wreckage and get enough canvas spread to give the ship steerage way.

Quite a heavy current sets in toward Alsea, and with this, in addition to the driving gale, the vessel was not able to keep off shore.

Soon after the Alatin struck her back was broken. She is a total wreck. Her cargo was wheat and produce, valued at about $75,000. She sailed from Tacoma on the 12th, in command of Captain McBride, with a crew of twenty-eight men. Captain McBride is reported among those lost. The ship was of 1,693 tons register and was loaded with 1,753 tons of cargo.

The rescued men will be brought to Newport.

ANOTHER ACCOUNT.

PORTLAND (Or.), Nov. 18.—A special to the "Oregonian" from Yaquina says:

The British ship Alatin, Captain Charles McBride, from Tacoma to South Africa with wheat, was wrecked off Alsea Bay, sixteen miles south of Yaquina Bay yesterday morning. She carried a crew of twenty-seven man, and all were drowned but three.

The Alatin sailed from Tacoma last Saturday with a cargo of 1,753 tons of wheat for Cape Town, and her skipper had made a wager with the masters of the ships Earl of Dalhousie and Inberhorne in a race to the Cape of Good Hope. The logbook at the life-saving station shows that Thursday morning between midnight and 6 o'clock the Cape Foul Weather Lighthouse was concealed by a fog and heavy sheets of rain.

The Alatin was sailing at a high speed Thursday morning, when she went on the bar. A few rocks in the trough of the waves, attended by a heavy settling on the bottom, caused her timbers to give, and the jar of running on the rocks snapped them off as though they had been matches. The masts and rigging went over the side in a tangled mass like a forest before a gale. The breakers swept the after decks and pounded in the cabins.

Those who escaped were on deck at the moment of the crash, and began to launch a lifeboat. While they were working at the davits a wave passed over the ship, tore the lifeboat loose and set it afloat. It was full of water, and the oars were gone. Several were in the boat at the time of its sudden release. All but two were washed overboard from struggling and dying companions. These two picked up a third, then in the surf. For three hours or more they were buffeted about until the storm cast them upon dry land.

One of the survivors stated that the Captain steered close into Cape Foul Weather, and not seeing the lighthouse, supposed the vessel to be some distance from shore. This caused him to continue his southeast tack too long.

At 2 o'clock to-day the Alatin lay about a mile off shore in a field of furious breakers. Each hour a section of the vessel was seen to fall away, and the timbers float toward the shore.

The life-saving crew, although notified of the wreck soon after it occurred yesterday, were unable to reach the scene until this morning.

One of the survivors claims that the wreck was due to the carelessness of the Captain, who paid for his folly with his life. They were racing with another vessel, and were keeping close in shore in order to get the advantage of the wind in tacking and to make a short tc head the other vessel off. They were close in shore, and not seeing the light at Cape Foul Weather, steered ahead until they struck the reef about four miles below Alsea Bay, and about one mile and a half from shore, with such terrific force as to snap the masts like tooth picks, carrying the rigging and everything with it.

Two of the survivors made their way to a cabin, and awakening the occupants, started in other directions for help. The farmers were very slow in notifying the life saving station at South Beach, twenty miles away, and they did not reach the wreck for ten hours after it occurred.

Captain Clark and his life crew endeavored to reach the wreck and rescue any that might yet be on the wreck or penned up in the forecastle, as supposed by the survivors, but having no horses, it was difficult to get the surf boat wagon and the cannon down the beach toward the wreck, and were compelled to draw them by hand. They arrived at Alsea early in the morning, and hurrying to the wreck, they found they were unable to do anything, as the ship was beyond the reach of their lines, and their cannon was useless. The ship was broken in two, and the waves were dashing over her.

PETERS-CZARINA COLLISION.

The Official Investigation by the Inspectors Completed.

SAN FRANCISCO, Nov. 18.—The official investigation into the recent bay collision between the steamers Peters and Czarina was concluded this afternoon by Inspectors Bolles and Bulger, and the case was submitted.

Chief Engineer Miller of the Peters testified to-day that when the collision occurred he was coming out of the Chinese steerage, having left Assistant Engineer Beare in charge of the engines a short time before. Miller had gone below to inspect the electric light plant. He said Beare had no right to leave the throttle of the engine, as he had done. He thought the drowned Chinese had ample time to get out of the steerage, as he warned them at least two minutes before the vessels came together.

Captain Houldsworth of the Peters was recalled and made the admission that the side lights on his boat were carried in board three feet above the hurricane deck, and were liable to be obstructed from view by passengers. He could not fix the damage to the Peters.

Captain Seaman said the damage to the Czarina amounted to $10,000.

TRANS-SIBERIAN RAILWAY.

An Austrian Count's Trip Over the Route.

VANCOUVER (B. C.), Nov. 18.—Count John Thun of Austria, who has arrived here from Japan, came across Asia over the route of the Trans-Siberian Railroad. He left Moscow last May. For some 200 versts beyond Irkutsk the journey was full of great peril, and required nine days and nights of hard traveling, a greater part of the time afoot, to encompass the distance.

Work upon this part of the road had been well advanced a year or so ago, but an era of unprecedented storms set in and embankments and bridges to the amount of about 4,300,000 roubles were washed away. The work of restoring them during the past summer was greatly interfered with by swarms of insects and other pests, which made it impossible for the men to work.

Count Thun says it is intensely cold all along the road, and for the most part a barren and utterly desolate country. A region some 200 versts in extent in each direction north of Manchuria, in China, is undoubtedly full of almost inexhaustible gold fields, but the extreme cold will not permit them to be worked for more than three months in the year. The road will, he thinks, be completed in about two years' time, and will be valuable chiefly in the movement of soldiers.

MINERS' ASSOCIATION.

Red Hot Fight Will be Made for the Presidency.

SAN FRANCISCO, Nov. 18.—There will be a red-hot fight for the Presidency of the California Miners' Association, whose annual convention will be held in this city beginning on Monday next.

Hon. Jacob H. Neff, who has been President of the association since its organization, and who could have the office again, has declined to accept a renomination, having been elected Lieutenant Governor of California. Amongst others, Colonel George Stone, Robert McMurray and Edward Coleman have declined to run. This would have left William C. Ralston as the only remaining candidate of promise, had not Julian Sonntag, the present Secretary of the association, declared to-day that he had entered the lists, and would make the strongest fight he is capable of.

The St. Paul Sails for Manila.

SAN FRANCISCO, Nov. 18. — The transport St. Paul sailed to-day for Manila, carrying a cargo of Christmas presents for the soldiers and sailors in the Philippines. Thousands of packages of all sizes and descriptions have reached the Quartermaster's Department in the last ten days from every part of the country, since it became known that Uncle Sam would act as Santa Claus and convey Christmas gifts free of cost. A number of soldiers drafted to recruit companies now at Manila and forty nurses sailed on the St. Paul. Twenty nurses will remain at Honolulu.

A Noted Character Dead.

FRESNO, Nov. 18.—Charles Henry, the negro janitor of the Fiske building, was found dead on Mariposa street this noon. It is not known whether he died from natural causes, or whether he was killed by a kick from the horse which he was leading. Henry was, up to the time of his death, Mrs. Fiske-Marceau-Fennel's bodyguard. He was a noted character in Fresno, having accompanied his master and mistress on no less than two expeditions planned to clean out newspaper offices.

Fatal Runaway Accident.

JAMESTOWN, Nov. 18.—Mrs. James McCormick, mother of Supervisor J. M. Phelan, an old and respected resident of Southern Tuolumne, met death in a runaway accident near Groveland to-day. The horse which was attached to a cart in which she was riding became frightened and ran down a steep grade, throwing her out of the vehicle. She was picked up unconscious, and died an hour afterward.

Winemakers' Corporation.

SAN FRANCISCO, Nov. 18.—The Board of Directors of the California Winemakers' Corporation met to-day in the Crocker building and organized by electing Henry J. Crocker President. The other officers chosen were: C. F. Montaleagre, Vice President; W. B. Paxton, Treasurer; W. J. Hotchkiss, Secretary-Manager; J. J. Hassell, Assistant Secretary.

ELECTIONS BRING GOOD RESULTS.

A Noticeable Improvement in Trade Conditions Follows.

Several Substantial Developments Presented During the Week.

A Number of Advances in Prices, Exceptionally Few Declines, a Growing Strength in Pig-Iron, Unprecedentedly Large Bank Clearings and Remarkably Good Reports as to Export Trade.

NEW YORK, Nov. 8. — "Bradstreet's" to-morrow will say:

Evidence accumulates that the good results flowing from the recent elections are no longer consigned entirely to improvement in tone and confidence, though the active feeling influences dealings in both financial and mercantile lines. Several substantial developments present themselves this week, notable among which are a number of advances in prices, exceptionally few declines thereof, growing strength in the pig-iron, unprecedently large week bank clearings and remarkably good reports as to export trade, not only in the line of foreign products, but in enlarged trade in manufactured products. Distribution of merchandise shows but little change from recently preceding weeks, but the growth in consequence is reflected in very general reports of improved collections on past business.

First and foremost in the line of foreign trade extension are the returns recently made for October, pointing to exports for that month larger than in the corresponding month of any preceding year, second only to those of December last year, and chargeable not so much as formerly to enlarged exports of farm products, but to heavily increased exports of finished products of American industry. In this connection especially good reports come from the iron and steel industry, which has thereby been rendered more independent than ever before of fluctuations in domestic demand.

The strength in values of all cereals—all the leading breadstuffs are higher this week—is of course due to the constant foreign demand, more than effecting very large gains in domestic supplies, which, however, are below any corresponding period for years past. Comparisons of four months' exports, July to October, inclusive, point to wheat and flour shipments little below those of last year, and only 10 per cent. below those of 1891, the heaviest ever known. The strength of cereals finds imitators in coffee, where statistical position shows some improvement; sugar, which is relatively higher for refined, on growing strength of raw supplies; coffee, which retains its old bullish tone, and even cotton, which is higher on small movement and improving tone of the goods market.

Wool sales continue of good volume on more confident buying of small manufacturers, who, however, report the finished goods trade unsatisfactory. Heavy sales of bonded wool for re-export to England are reported this week.

Rather more inquiry is noted for pig-iron, and the tone of prices is strong in contrast to that of steel, which is being shaded by those eager to book new business. The steel rail situation is apparently unchanged, and much business is held awaiting settlement of prices and other details.

Wheat (including flour) shipments for the week aggregate 5,679,141 bushels, against 3,674,693 bushels last week; 6,653,792 bushels in the corresponding week of 1897, 3,937,233 bushels in 1896, 2,916,838 bushels in 1895, and 3,312,673 bushels in 1894. Since July 1st this year the exports of wheat aggregate 82,889,457 bushels, against 95,973,426 bushels last year.

Business failures in the United States number 229, as against 187 last week, 235 in this week a year ago, 308 in 1896, 323 in 1895, and 295 in 1894. Failures in the Dominion of Canada 24, against 30 in the preceding week; 31 in 1897, 47 in 1896 42 in 1895, and 24 in 1894.

NEW YORK, Nov. 18.—R. G. Dun & Co.'s "Weekly Review of Trade" to-morrow will say:

The situation is clearer, and the improvement in business which was expected after the election has begun. Payments through clearing-houses are far the largest ever known for the week, 37.3 per cent. larger than last year, and 33 per cent. larger than in 1892. The glass-workers have resumed, the anthracite coal output is heavy and much beyond the present capacity of markets, the troubles in Illinois coal mines have been settled, and the new strike of shoe-workers in Marlboro, Mass., is now the only labor hindrance of consequence.

It is noteworthy that in spite of all changes, the price of spot wheat has but slightly changed. The exports for the week (flour included) have been 3,968,768 bushels from Atlantic ports, against 3,237,344 last year, and from Pacific ports 988,094, against 2,191,444 last year, making in all for two weeks of November 9,312,331 bushels, against 9,939,804 last year. Such returns leave wide room for conjecture as to the influences governing the price, but with 10,337,311 bushels received at Western points during the week, and in two weeks 20,261,356 bushels, against 15,228,167 last year, it can no longer be said that Western supplies threaten to run short.

The woolen manufacturer has gained in orders for the coming season, which justifies the heavy buying of materials recently seen, and there are also better orders for speedy delivery, but the demand is not large, and much machinery is still waiting idly.

While sales of wool at the three chief markets were heavy, 28,234,500 pounds in three weeks, against 20,865,902 last year and 17,103,100 in 1892, they include two large sales for export, covering 3,000,000 pounds of Montevideo and Australian wool at 16 and 18 cents, respectively, which make clearer the fact that prices asked by holders here are relatively high. Some concessions at Philadelphia follow those at Boston, though the market is on the whole steady.

Iron is in bigger demand all the time, and yet the production increases. Orders for plates are beyond all precedent, including material for cars, bridges, vessels and work of all sorts, and structural work is seasonably quiet, though the mills have much ahead, while in bars the demand is considerably better at Pittsburg, with orders for material for 6,000,000 cars at Chicago. Some works at the East are short of orders, and prices are held back. The expectation is that the proposed rail association will meet an extremely heavy demand next year, especially for trolley lines, but it is stated that prices will not be advanced above $20 at the East and $21 at Chicago. In products the next will probably be a record-breaking year.

Failures for the week have been 233 in the United States, against 267 last year, and 26 in Canada, against 32 last year.

PANA CITIZENS TERRORIZED.

Negroes Continue Desultory Firing Throughout the City.

PANA (Ill.), Nov. 18.—Desultory firing in every section of the city continued throughout the night. The terrorized residents huddled in groups, which were guarded by heads of families heavily armed. Quite a number of families left the city and spent the night in the country with friends.

C. H. Heath, an ex-railroad man, whose home is in Flatham, the negro district, was fired upon by the blacks, and himself and family were driven to shelter in the country. The blacks claimed shots were fired at their homes from Heath's yard, a statement which he denies.

Members of Troop B were kept on the alert all night, but accomplished little. A colored union miner reported to the police that a white man had been killed in the Flatham district. Officers Smith and Lee, accompanied by the negro, started for the scene. They were met by Captain Butler, the militia commander, who told the officers it was unsafe for them to enter the Flatham district. Captain Butler refused to send a guard to accompany the officers.

In the Springfield district last night Ed Jones, a white non-union miner, is reported to have been shot in the back and dangerously wounded. A report reached the city to-day that seventy-five negroes with Winchesters had lined up in Springside to clean out the whites of that district. Captain Butler dispatched troops to the scene.

Chesapeake and Ohio Canal.

BALTIMORE, Nov. 18.—The Board of Public Works to-day decided to sell all the interest of the State of Maryland in the famous Chesapeake and Ohio Canal. This interest has cost the State in one way or another about $25,000,000, but its present value is indeterminate, as it is now in the hands of receivers. It is understood that today's action was taken for the purpose of enabling the Baltimore and Ohio reorganization managers to obtain a title to the property, and to use it in connection with the present system.

SESSION OF THE CABINET.

SUBJECTS GROWING OUT OF THE WAR DISCUSSED.

Question of Opening a Port on the Western or Southwestern Coast of Cuba Under Consideration.

WASHINGTON, Nov. 18.—The Cabinet session to-day was devoted to a large extent to the consideration of complaints that have reached the War Department alleging that a state of practical anarchy prevails in Porto Rico. These complaints asserted that the lawless elements are committing depredations of the gravest character, and that the seriousness of the situation is increased by the fact that United States troops likewise have been guilty of gross misconduct. Secretary Alger, at the instance of the President, cabled General Brooke inquiring as to the accuracy of the complaints.

The most serious allegations are made against brigands and the lawless elements in the smaller towns away from the coast. It is said that, taking advantage of the unsettled state of the country due to the transfer of the government from Spain to the United States bands of men have organized for robbery and rapine, burning houses and plantations and levying tribute upon the people wherever possible. In one case, it is said, they made a raid on a small town of about 1,000 inhabitants, fifteen miles from the nearest troops, and burned and destroyed property to a considerable value.

General Brooke, at San Juan, has been instructed to use the full strength of the military forces at his command for the suppression of rioting and the restoration of peace and order in the land.

During the meeting it was learned that a long dispatch from the American Peace Commissioners at Paris was in process of translation at the State Department. It is gathered from the few paragraphs so far deciphered that the dispatch relates entirely to the presentation of the Spanish case made on Wednesday last, and contains neither new nor sensational facts.

The question of opening a port on the western or southwestern coast of Cuba was also under discussion. It appears from information just received there are approximately 30,000 Spanish troops near Cienfuegos, which it was intended to occupy first, and this fact may necessitate the selection of another port. It is said that the plantations in the interior are in great need of supplies and machinery with which to make the present sugar crop. The plantations in many parts of the island have been completely devastated and the machinery broken up, and unless a new supply can be had soon the crop in a measure will be lost.

The presence of the Spanish troops at Cienfuegos has complicated matters, and the Government is now undecided as to what other port should be selected. Cienfuegos was regarded as a particularly desirable port. The Spaniards, it seems, are disposed to evacuate Havana earlier than was expected, but it is said to be probable that Cienfuegos will be one of the last of the large towns they intend to evacuate.

The Government is now in communication with our Evacuation Commissioners at Havana, and other ports than Cienfuegos will likely be decided upon within a very short time.

CANADA-AMERICAN COMMISSIONERS

Making Good Progress in Adjusting Questions in Controversy.

Hope to Conclude Their Labors Before the Christmas Holidays Arrive.

The Behring Sea Matter Believed to be Already About Settled—Reciprocity and the North Atlantic Fisheries the Most Stubborn Subjects Before the Commission.

WASHINGTON, Nov. 18.—Members of the Anglo-American Commission, Americans and Canadians, expressed the hope to-day that the commission would complete its labors before the Christmas holidays, but they are not yet willing to state that a treaty will be framed covering the many subjects of difference between the United States and Canada. Greater progress has been made than is generally understood, and drafts of some of the articles of the proposed treaty have been submitted by sub-committees and tentatively approved. These, however, cover the minor questions, the important subjects of the North Atlantic fisheries, reciprocity and Behring Sea to remain open.

While the commission treats all statements regarding its work as unauthorized, yet it is understood by those acquainted with its work that the questions of border, immigration, mining rights, lake fisheries and the Alaskan-Canadian boundary have been found less difficult of solution than was expected, and that a basis of agreement on these subjects is in sight, if not actually determined upon. Technically, however, nothing is done until the last act of the commission is performed, so that these and all other subjects may remain open to the end.

As to Behring Sea, the belief prevails that a settlement on both sides will be reached, and the fact that officials—one a Canadian and another an American—are at Victoria, where an inventory is making of the Behring fleet, leads to the belief that settlement may be on the basis of wiping out the industry by giving the Canadians some equivalent for the capital invested. A recent official document places the Behring Sea fleet at thirty, but these are small schooners, none of them above 100 tons.

Reciprocity and the Atlantic fisheries continue to be the most stubborn questions before the commission. On reciprocity the Commissioners do not express themselves in sanguine terms. The subject is still before a sub-committee, which, however, reports when an agreement is reached, and the full commission approves of what has been done. There are so many articles on a tariff schedule that the discussions have not yet been productive of many agreements on specific articles or groups of articles. Thus far the discussion has been rather free and open, articles being considered as they were called up by individual members. While the abrogation of the British preferential tariff is considered by some of the American Commissioners as a sine qua non to any reciprocity agreement, it is said this view has not been submitted in the form of an ultimatum, and that the issues on that point are yet to come.

As indicating the liberal view prevailing among the American Commissioners, one of them said to-day that he wished American merchants could be brought to realize the futility of shutting Canadian goods from our market, when the main result was to force these goods into British markets, where they competed with our goods at a much greater advantage than they could get in the New York or other American markets. To his judgment it was to our advantage to compete with Canadian goods on our own grounds, rather than to go across the ocean and meet them in competition.

The commission held its usual session, beginning at 11 o'clock to-day. The joint session was brief, and the commission adjourned until Tuesday at 11 a. m. The two sides held separate sessions during the afternoon, and most of the time until Tuesday will be given to these separate meetings. The sole subject considered to-day was reciprocity. It is understood that the item of live animals is receiving special attention, the traffic in horses, cattle and other live animals being considerable across the border.

The prospect of an early settlement of the Behring Sea question was improved by the receipt of word that the two officials who have been making an appraisal of the value of the Canadian sealing fleet have completed their labors, and are now on their way to Washington.

Foul Play Suspected.

DELAWARE (O.), Nov. 18. — The dead body of J. B. Gronninger, a wealthy ranchman of Terry, Ont., has been found on the Big Four tracks here. The remains, which were considerably mutilated, were identified by means of letters found near the remains. Subsequently Gronninger's account book was found about two miles from the spot where the body was found. There is strong evidence that the man was murdered, and his body placed on the track. Gronninger was returning home from New York, where he had sold a big lot of cattle and had received a large sum of money, none of which was found on the body.

Informed of Revision Proceedings.

PARIS, Nov. 18.—The Governor of French Guiana has sent a dispatch to the French Colonial Office here saying Alfred Dreyfus, the former French officer, undergoing imprisonment for life on Devil's Island, has been informed of the revision proceedings in his case.

Sudden Death on a Train.

ST. LOUIS, Nov. 18. — Judge John Virgin, 60 years old, of Prentice, Ill., was found dead to-day in the toilet-room of an incoming Missouri Pacific train. Heart failure is thought to have caused his death.