THE RECORD-UNION.

VOLUME 97.—NO. 39. SACRAMENTO, SATURDAY MORNING, APRIL 1, 1899.—EIGHT PAGES. WHOLE NO. 18,064.

THE CAPTURE OF MALOLOS

Was a Very Severe Blow to the Forces of Aguinaldo.

Believed They Cannot In Future Make Even a Faint Resistance.

Losses to Americans in the Engagement One Killed and Fifteen Wounded—The Victors Feasting on Cocoanuts and Bananas and Enjoying a Well-Earned Rest.

MANILA, March 31—3:55 p. m.—The American flag was raised over Malolos at 10 o'clock this morning. The Kansas regiment and the Montana regiment, on entering the city, found it deserted, the presidencia burning and the rebels retreating toward the mountains in a state of terror. It is believed they cannot in future make even a faint resistance. The American loss was small.

It is evident that the rebels for some time past have abandoned all hope of holding their capital, for the Americans found there evidences of elaborate preparations for evacuation. On the railroad the rails and ties for about a mile had been torn up, and probably thrown into the river.

The only prisoners captured were a few Chinamen. They said Aguinaldo left Malolos on Wednesday.

The principal citizens of Malolos, their families and goods have been taken into the country over the railroad, while others departed on foot, carrying their possessions and driving their cattle and other animals before them.

Most of the rebel forces were removed yesterday evening to positions east of the railroad, leaving only some small bands in the strong trenches in front of Malolos.

General MacArthur started for the rebel capital at 7 o'clock this morning with two rapid-fire guns flanking the track, two guns of the Utah Battery on the right and two guns of the Sixth Artillery on the rapids, firing continuously.

The Kansas and Montana regiments moved upon Malolos, and the Nebraska and the Pennsylvania regiments and the Third Artillery kept along the right of the railroad.

The only effective stand made by the rebels was at an earthenwork near Malolos, and right where the Nebraska regiment, as was the case yesterday, had the hardest work and suffered the greatest loss.

Colonel Funston, always at the front, was the first man in Malolos, followed by a group of dashing Kansans. The Filipino flag, which was flying from the center of the town, was hauled down by some men of the Montana regiment, who subsequently raised their own above it.

From the columns of smoke arising from the city it seemed as if the whole place was ablaze. It turned out, however, that only the presidencia, or Government building, and a few of the smaller buildings had been set fire to by the rebels before they evacuated the place.

From the reports gathered by the American officers, from prisoners and others, it is believed that the rebel army is constantly losing strength on account of desertions, and that although the enemy may make one or two more stands, the forces of Aguinaldo will degenerate, in perhaps a month, to a few hundred, who may continue waging a guerrilla warfare in the mountains.

The American troops behaved splendidly. They advanced steadily against successive lines of trenches, through woods and jungles and suffering from frightful heat. In addition, the American volunteers were handicapped in fighting by the fact that their Springfield rifles are of shorter range than the Mauser rifles in the hands of the rebels. Under those circumstances, the steady advance of our troops is a really remarkable achievement.

But the most noteworthy feature of this onward sweep of the Americans is the patience and endurance of the private soldiers. They have never hesitated to plunge across any kind of difficult country, against any number of the enemy, and in the face of the positions of the entirely unknown strength.

This afternoon the victorious American army is feasting on cocoanuts and bananas, and enjoying a well earned rest, while the hospital train is carrying the wounded back to Manila.

General Hall's brigade advanced today from Marinquina up the Mateo River Valley almost to Montalban, driving the enemy to the hills on the north. The rebels were considerable in force at the junctions of the river Nanca and Ampit with the Mateo, but the American artillery soon scattered them with heavy loss. The American loss was one killed, Lieutenant Gregg of the Fourth Infantry. General Hall eventually returned to the water works.

General King advanced from San Pedro Macati, establishing headquarters at Pasig.

Recently issued copies of the "Republica Filipino," Aguinaldo's official organ, contain a proclamation to the effect that certain parties are raiding the northern towns and ordering the same to join the Filipino army immediately or take the consequences when Aguinaldo shall have finished with the Americans. This is construed as meaning that Macholas, the Governor of the five northern provinces, is unfriendly to Aguinaldo. If this be true, Aguinaldo's retreat is undoubtedly cut off at the railroad beyond San Fernando.

The "Republica Filipino" on March 23d published an extra edition containing a statement to the effect that the Americans had attacked Pasig; that many of them were killed and a majority of the remainder were wounded, while 180 of them were taken prisoners.

A second paragraph in the same edition asserted that the Americans had ravished 300 of the Filipinos' fairest daughters, and called upon the natives to "defend their honor with their lives against oppressors who spared neither age, sex nor condition, murdering whole families in cold-blooded revenge."

WASHINGTON, March 31.—It is said at the War Department that General Otis will not make a campaign during the rainy season, nor is it believed that he will at present chase the Filipinos into the mountain fastnesses of Luzon. The officials consider it evident that the fight that was in Aguinaldo has been whipped out of him, and that it will be impossible for him to hold the Filipino army together much longer. If General Otis so advises the War Department will approve a cessation of active hostilities or further forward movement, when little can be accomplished save chasing the Filipinos without definite results.

A short rest will determine whether the Filipinos intend to keep up a guerrilla warfare, and if so a plan is already maturing to meet any such condition. Natives will be employed to fight the guerrillas, and as the Government can give them better pay and afford them greater protection than Aguinaldo, there is no doubt about the ability to employ natives in this way. If there must be guerrilla fighting during the rainy season, which will soon be upon the Philippines, the Americans will not sacrifice their troops in such a warfare if natives can be obtained.

The scene of action around Manila has shifted materially within the last twenty-four hours. MacArthur's advance force, which has been pushing northward, has reached its objective point, Malolos. It is now enjoying there a most deserved rest. Meantime a new field of activity appears to the east of Manila, where General Robert Hall's brigade, made up entirely of regulars, has thus far been held as a reserve. General Otis' dispatch received early this morning referred for the first time to the fighting done by Hall's brigade, saying a severe engagement had occurred beyond Mariquina. This is about ten miles due east of Manila, and entirely outside of the range of fighting of MacArthur's division. On the military map it is shown that he advanced fully ten miles up to Montalban.

According to General Otis' dispatch received at 6 a. m. to-day, Hall has now retraced this stretch of ten miles, and is back at Mariquina.

The killing of Lieutenant Gregg of the Fourteenth Infantry occurred during this fighting east of Manila. It is particularly deplored in army circles, as Gregg was a young and popular officer. He was appointed to the Military Academy from Pennsylvania, graduating in the class of '87 and serving first with the Sixteenth Infantry and then with the Eighteenth. He was at Fort Sheridan for a time with the Fourth Infantry and also saw service in Cuba.

General Hall's brigade, which has been doing the fighting east of Manila, is made up of the Third, Fourth and two battalions of the Seventeenth Infantry.

Further indications that the rebels are active east of Manila is shown in the brief report that General King's brigade has been moved out from San Pedro Macati to Pasig. This is the first move of any of the troops south of the Pasig River. They form a division under Major General Lawton, who has the brigades of Generals King and Ovenshine. King's brigade includes the First North Dakota, First Washington and a battalion of the First Colorado. Ovenshine's brigade includes the Fourteenth Infantry, the First Idaho and a squadron of the First Cavalry.

The movement east and south of Manila are accepted at the War Department as showing that General Otis does not propose to allow the rebels to press in from these quarters, while General MacArthur is executing the main movement far to the north.

TROOPS TO BE HURRIED TO MANILA.

SAN FRANCISCO, March 31.—The transportation department of the army is becoming very active, the news from the Philippines being of such a startling nature that the shipment of supplies and troops is being hurried as rapidly as possible.

The steamer Nippon Maru has been chartered to take four batteries of the Sixth United States Artillery to Honolulu, and Batteries A, I, K and N will leave here on that vessel about April 12th, under command of Major Mills.

Three batteries of light artillery, under command of Major Tiernon will leave here for Manila about the same time, possibly a little later. The Morgan City or the Newport will be chartered for this service. The horses, guns, caissons and forage of this detachment will be shipped on the transport Leelanaw. A number of teamsters will be taken to care for the horses of the battalion.

The sailing vessel Bidston Hill will sail with freight for Manila in five or six days.

ONLY ONE KILLED AND FIFTEEN WOUNDED.

WASHINGTON, March 31.—The following dispatch was received at the War Department early this morning:

"Manila, March 21st.

"Adjutant General, Washington: Troops resting at Malolos. Considerable portion of city destroyed by fire. Our casualties are one killed and fifteen wounded. Hall has returned with his troops to former position north of Manila. OTIS."

WILL OF ANNA BLAKE.

Many Thousands Given to Charities and Close Friends.

SANTA BARBARA, March 31.—The will of the late Anna S. C. Blake was filed for probate to-day. The greater part of the large estate, which is valued in the petition at $500,000, goes to nephews and nieces living principally in New England, but many thousands are given to charities and to close friends or members of her household.

Her home, "Miradero," near this city she bequeaths under certain conditions to Dr. Philip K. Brown of San Francisco, in trust, with the desire that it be converted into a home for convalescents and invalids. For its maintenance $80,000 is set aside. To the Cottage Hospital, Santa Barbara, $10,000 is bequeathed. A like amount is bequeathed to the Orthopordic Hospital, Philadelphia, and to the Massachusetts General Hospital, Boston.

Allen A. Brown of Boston and Moorfield Storey of Brookline, Mass., are named as executors.

During her lifetime Miss Blake founded and maintained for several years the Free Manual Training School of Santa Barbara, on which she spent over $5,000. A year ago she deeded it to the city to become a part of the public school system. She is the daughter of one of the members of the well-known banking firm of Blake Brothers, Boston.

NEW YORK, March 31.—Dr. Samuel J. Kennedy, convicted of the murder of Dolly Reynolds, was sentenced to-day to die during the week beginning May 22d.

A FRIGHTFUL MARINE DISASTER.

The Steamer Stella Wrecked in the British Channel.

Crashes Upon the Casquet Rocks, Near the Island of Alderney.

The Boilers Explode, and the Vessel Immediately Disappears Beneath the Waters—Estimated That Seventy Lives Were Lost, Including All the Crew Except the Second Mate.

SOUTHAMPTON, March 31.—The passenger steamer Stella, plying between this port and the Channel Islands, crashed upon the dreaded Casquet rocks, near the island of Alderney, yesterday afternoon in a dense fog, and foundered in ten minutes, her boilers exploding with a tremendous report as she went down. In spite of this, it is said, there was no panic on board. The coasting steamer Lynx, which brought the news of the disaster here, picked up four boats and forty persons. It is estimated that 120 persons were drowned.

The second officer of the steamer, who was among those rescued, says that a collapsible boat was launched full of people, but he thinks she struck on the rocks, owing to the fog.

A steamer picked up a boat containing forty-seven persons, including twenty women, who escaped from the wrecked steamer. They have been landed here.

The Great Western Railway Company's steamer Vera, from Southampton, has picked up forty others of the survivors and landed them at Guernsey.

Another steamer of the company, which arrived at the island of Jersey at about noon to-day, reports having passed many bodies of victims of the disaster about the Casquet rocks.

The second mate was the only officer of the Stella who was saved.

The Stella, which belonged to the London and Southwestern Railway Company, left Southampton at noon yesterday, conveying the first excursion of the season to the Channel Islands. There were about 140 passengers on board and the crew numbered forty-two men. The weather was foggy, but all went well until the afternoon, when the fog became most dense. At 4 o'clock the Casquet rocks suddenly loomed up through the fog bank and the steamer afterward struck amidships.

The Captain, seeing that the steamer was fast sinking, ordered the lifeboats to be launched. His instructions were carried out with the utmost celerity, and the women and children were embarked in the boats. Then the Captain ordered the men to look after themselves.

A survivor states that he and twenty-five others put off from the Stella in a small boat. The sea was calm, but there was a big swirl around the rocks. When this boat was a short distance away from the wreck the boilers of the Stella burst with a terrific explosion and the vessel disappeared, stern foremost in the sea.

The last thing the survivor saw was the figure of the Captain of the Stella standing calmly on the bridge and giving his last instructions. The Captain perished with his vessel, owing to the suction caused by the sinking steamer being very great indeed.

Continuing, the survivor referred to said: "The suction was so tremendous that we thought our boat would be engulfed. I saw five boats and the collapsible boat besides our own leave the wreck. They contained altogether between 80 and 100 persons. Five of the boats were soon lost to view, but we took a boat filled with women in tow, and the occupants of our boat took the oars in turn and rowed all night long, until most of us dropped asleep, thoroughly exhausted.

"We sighted a sailboat at 6 o'clock in the morning, but the Great Western Railway Company's steamer Lynx, from Weymouth, had meanwhile hove in sight. She bore down on us and took us all on board. She eventually landed us at Guernsey."

A survivor named Bush says the speed of the Stella in the fog was not diminished, though the fog whistles were sounded. Bush adds that at 3:30 a. m. the engineer showed him in the engine-room a dial which registered a speed of eighteen and one-half knots. He says the vessel struck twenty-five minutes afterward.

Bush further asserts that two lifeboats were sunk with the steamer, which, after resting on the rocks for ten or fifteen minutes, split in two and disappeared.

Continuing, Bush said: "When the Stella disappeared forty or fifty persons were discovered clinging to pieces of wreckage or cabin furniture, and crying piteously for help. All the passengers and crew had been provided with life belts, and there was little panic as the ship sank. I first slipped into the water, and then swam to one of the boats, into which I was helped. We rowed supposedly in the direction of Guernsey, but seven hours later found ourselves near the scene of the wreck, and saw dozens of persons clinging to the rocks."

The boat in which Bush was a passenger was afterward picked up by the Lynx.

The passengers all agree that perfect order and discipline prevailed on board the Stella. The crew promptly took up their station when the steamer struck, served out the life belts and lowered the boats.

The scene at the moment of the sinking of the vessel was heartrending. Those who had succeeded in getting into the boats had a narrow escape from being engulfed on account of the suction caused by the sinking vessel. The voice of Captain Rooks, from the bridge, was frequently heard, urging the rowers to pull for their lives.

The boats were adrift fifteen hours, during which time their occupants were without food or water, and as their clothes were drenched they suffered greatly.

The disaster caused intense excitement in the island of Guernsey and here. There were harrowing scenes at the offices of the London and Southwestern Railway at both places. Many families lost one or more relatives.

Husbands are inquiring for their wives, and wives are asking after their husbands; parents are seeking news of lost children, and children are making inquiries for missing parents. All the flags are half-masted at St. Peterie port.

Up to noon to-day 102 passengers had been accounted for, including J. Parton and his wife. Mr. Parton is the manager of the Western London office of the American Line. It is thought possible that the Partons were the only Americans on board, as the list of survivors does not contain the names of any other Americans so far as known.

The disaster is generally attributed to the high speed at which the steamer was traveling in the fog.

The steamer Honfleur returned tonight, after having made the circle of the Casquet Rocks. She picked up two boats containing women's clothing, money, jewelry and on opera-glass case. The last had evidently been used in bailing.

Many pathetic incidents are reported. In several cases men lifted their wives and ran into the boats, and then perished in their presence. One wife who was thus bereaved lost her reason.

A large number of the survivors arrived here without any clothing, clad only in blankets.

THE CREW BEHAVED SPLENDIDLY.

LONDON, March 31.—The news of the disaster to the Stella spread slowly throughout London, in the absence of the usual newspapers, to-day being Good Friday. As the afternoon advanced small groups gathered at the Waterloo Station, where many painful scenes occurred. A large crowd collected to wait the arrival of the train from Southampton this evening, which brought three of the survivors, Messrs. David King, a London merchant; Heilbron and Greener, all of whom bore evident traces of their sufferings.

Mr. King, who was among the last to leave the ship, said: "Toward evening we encountered a mist, which soon developed into a dense fog. There was, however, no apprehension. Suddenly a great shock told us that the Stella had struck the rocks. Screams rent the air, but the coolness of the officers considerably allayed the excitement. The crew behaved splendidly, lowering the boats with greatest promptitude. Every woman was supplied with a life belt. At first we thought there would be time for all the boats to clear away, but suddenly the boilers burst with a deafening report, rending the ship amidships."

Mr. King and two firemen, Osborne and Bailey, were the last to leave the vessel. He had just given up a life belt to aid a clergyman's wife, and was literally pulled into a boat by Second Mate Reynolds, who was instrumental in saving many lives. The boat with twenty-two persons drifted for fifteen hours in the intense cold, and was finally picked up by the Great Western Railway's steamer Vera, from Southampton.

Mr. King believes that five boats were launched. He saw one upturned with children clinging to it.

Other accounts say that Captain Rooks supposed the fog was merely in banks, as is the usual experience, and decided to run through it, but as it became continually denser, he lost his bearings.

When the Stella struck there was a terrible sensation, a noise of metal and woodwork being torn away, the vessel passing over the jagged rocks at full speed, and her side being ripped open like matchwood. When she slid over the rocks she turned completely over, carrying a lot of people with her.

The eight survivors who were landed at Cherbourg by the tug Marsouin were picked off floating furniture vans by a fishing boat. The ladies on board one of the lifeboats sang hymns all night long to keep up the spirits of their companions.

The bodies were washed ashore on the island of Alderney.

One passenger says he remarked to the crew on the high rate of speed at which the Stella was traveling in the fog, telling them he did not consider it safe.

The steamer Stella, which belonged to the London and Southwestern Railway, and ran in connection with its land service, was built at Clyde Bank by Messrs. J. & G. Thompson in 1890. She was 253 feet long, 35.1 in width and 14.8 in draught. Her gross tonnage was 1,059 and her horsepower 495. She was steel built, had two screws, eight compartments, water ballast and triple expansion engines, with schooner rig.

CABINET MEETING.

The Personnel of the Canal Commission Informally Discussed.

WASHINGTON, March 31.—At the Cabinet meeting to-day the Nicaragua-Panama Canal Commission was discussed informally. It is the belief that the present Nicaragua Commission, of which Admiral Walker is the head, will be reappointed, with probably two additional members.

The Czar's Peace Conference was not mentioned.

Secretary Hitchcock brought up the subject of the Paris Exposition in 1900, and made strong argument in favor of the removal of the American exhibit from Paris at the close of the expedition to Moscow or St. Petersburg, and it s likely that the President, on the reassembling of Congress, will recommend that provision be made for the removal, with a view to stimulating trade between this country and Russia.

A Counterfeiter Arrested.

WILKESBARRE (Pa.), March 31.—United States Marshal Bacharach and Secret Service Detective G. C. Barker to-day arrested Charles Moss for counterfeiting. He was sent to jail in default of $6,000 bail. A big counterfeiting outfit was found hidden at his home. It is the apparatus used by a gang of men who have flooded New Jersey and the eastern part of this State with counterfeit dollars and half dollars. George S. Czeharpias, the leader, was captured some time ago, and is in jail at Pittsburg. Others aie under surveillance.

Condition of the Treasury.

WASHINGTON, March 31.—To-day's condition of the treasury shows: Available cash balance, $284,356,321; gold reserve, $244,581,218.

Burned to Death.

PHILADELPHIA, March 31.—Henry Lappin and his wife, aged 45 and 42 years, respectively, were burned to death late last night.

REVIEW OF TRADE CONDITIONS.

A Quieter Tone in Several Lines of Business This Week,

Independent of the Reduction in the Volume of Distributive Demand.

An Encouraging Element, However, is Found in the Readiness of Buyers to Place Orders for Fall Delivery, While Industrial Conditions Continue of a Most Flattering Character.

NEW YORK, March 31. — "Bradstreet's" to-morrow will say:

There is a quieter tone in several lines of business this week independent of the reduction in the volume of distributive demand, resulting from continued unfavorable weather conditions in a large section of country. The strength of quotable values, however, fails to show that any material slackening of underlying movements has as yet become apparent in leading lines.

Less is doing naturally in leading Eastern textile markets on the current season's account, but an encouraging element is found in readiness of buyers to place orders for fall delivery. While leading Western markets note that the edge has been taken off demand, and that bad roads and weather combined have retarded retail distribution, and hence affected collections in some sections, results of the first quarter's trade with wholesalers have been so good that their sanguine cheerfulness as to the outlook is especially notable. Industrial conditions continue of a most flattering character, with advances in wages still a prominent feature in the iron, steel, machinery and allied trades.

In some lines of manufacturing, it is true, talk of projected or possible combinations has made for some uncertainty. Notable in this respect has been the glass trade, in which, however, plans for combinations seemed to have temporarily failed of accomplishment. Iron and steel are in less active demand at nearly all markets, but this, in some measure, appears to be a result of scanty stocks or possible supplies offering, and not so much of any curtailment of needs of small consumers.

Large consumers, with supplies secured ahead, are reported waiting to test the strength of the seller's position on later deliveries. Prices of material are firm, with some further advances at the West in rails. Copper and lead show some return of strength after the recent weakness. Lumber demand, though interfered with at retail, shows all the old strength of prices.

Wheat (including flour) shipments for the week aggregate 3,998,238 bushels, against 3,746,761 bushels last week, 3,550,664 bushels in the corresponding week of 1898, 2,464,645 bushels in 1897, 1,693,927 bushels in 1896, and 2,853,933 bushels in 1895. Since July 1st, this season, the exports of wheat aggregate 184,960,800 bushels, against 180,067,552 bushels last year.

There is some shrinkage in the dry goods demand at New York, but there is reported a rather better outlook in woolen goods.

Talk of commissions in the wool manufacture trade has softened woolen quotations at Boston.

Philadelphia reports steel plates nearly double the price when the present movement began, and the strength of quinine as not being impaired.

Bad weather is generally complained of at the West as hurting distribution at retail, but St. Louis reports little apparent damage to winter wheat, and that large orders for cars and railway equipment generally are being placed. Spring trade at Chicago is the best since 1892, and surpasses that year in many lines, tanners are preparing inventories necessary to going into the new combination, and iron and steel are still active, though with less snap than heretofore.

On the Pacific Coast the improved tone of advices from California is still the feature. Southern advices are fairly cheerful. Wheat exports are reported liberal, and the outlook favors heavy future shipments from that port. Iron is firm at Birmingham, though there are reports of immense future increases in the Southern fields output.

Bank clearings for the week aggregate $1,935,337,000, a gain of less than 1 per cent. over last week, but of 68 per cent. over last year, while they are double those of 1894, 1896 and 1897, and the gain over 1892 is 75 per cent.

Past reports of prosperous trade conditions find confirmation in the smallest number of failures, for the first quarter, reported for seventeen years past, while liabilities are lighter than for twelve years preceding. The percentage of assets to liabilities, too, is as low as that reported in the most prosperous years. The total number of failures for the first quarter of 1899, as reported to "Bradstreet's," was 2,779, 21 per cent. smaller than last year, 31 per cent. less than in 1897, and 13 per cent. smaller than in 1892, while liabilities aggregated $31,221,658, or 13 per cent. less than in 1898, 50 per cent. less than in 1897, and 20 per cent. smaller than in 1893. Increases in failures over a year ago were noted in New England, due mainly to a large number of embarrassments in Massachusetts, but the only increase in liabilities in any group of States is that noted in the far West.

NEW YORK, March 31.—R. G. Dun & Co., in their "Weekly Review of Trade," will say:

Failures during the first quarter of 1899 have been in amount of liabilities not more than about $26,680,330, against $31,710,142 last year, $48,007,910 in 1897, and $57,525,125 in 1896. While the later returns may increase the amount for the quarter a little, the complete return which will be given next week will be very remarkable in comparison with that of any previous year.

Business is not at present improving. There has been something very like a check, partly the result of heavy buying since January 1st to anticipate the market, partly caused by the uncertainty about the operation of many combinations, and a shade of doubt about foreign affairs also had some influence. The new rule of the Clearing-house banks at New York about taxation of country checks also causes some shifting of accounts.

A perod of transition from one ownership to another and from one management to another and from one industrial system to another, where it affects many hundred establishments throughout the country, inevitably causes some hesitation in business. A little later the many hundred concerns may be doing more business than ever. But at the point of transition nobody knows just what to expect. There is much withdrawal of iron business because the continuance of high prices is doubted, because the great purchases made by works have not been met by orders, and because works affected by many other combinations proposed are not inclined to buy more largely.

Prices are strongly maintained at $15.15 for Bessemer pig at Pittsburg, the Valley Association having sold 130,000 tons for delivery in the last half of the year at $14.50, and Grey Forge is stronger at $14.40, but hesitation appears at Philadelphia about maintenance of future prices. Chicago is inactive compared with recent weeks. With no sales reported except 10,000 tons at Chicago, rails are quoted $1 higher there, and as much at Pittsburg, and the sale of 250,000 tons of steel billets to the tin plate company sets the price for 100-pound plate at $4.05 after July 1st. Structural demand increases, but bar mills in the West and South are consolidating, and are not disposed to take large contracts, although the Pittsburg mills are asking $1.50 because behind their orders. For plates the demand far exceeds the supply at Philadelphia and Chicago, and the leading mills at Pittsburg are full until August or later. In hops, cotton ties, tubes and other products, expected consolidation affects business. Minor metals are stronger for tins at 24 cents, with consuming demand, and for copper at 17½ cents owing to London speculation.

More evidence appears that the woolen manufacture is not helped as yet by new combinations or the prospect of them, and the buying demand has been disappointing in many ways, though in dress goods active. Sales of wool were 20,801,200 pounds at three chief markets in four weeks, against 8,877,800 pounds last year, when prices were held at the top; 55,886,200 in 1897, when prices were being rushed upward, and 30,932,576 pounds in 1892, when manufacture was normal, indicating a fair, but not extraordinary trade.

The boot and shoe business is again halting because of diffidence between buyers and sellers as to prices.

The fluctuations of the wheat market have been large, and tend on the whole toward higher quotations. Exports at Atlantic ports, flour included, have been for weeks 11,679,512 bushels, against 9,392,495 last year, and Pacific 3,963,687 bushels, against 2,774,112; and the other exports, not given last year, make the total 17,317,089 bushels. Western receipts have been 12,949,815 bushels against 9,966,373 last year.

Railroad earnings for three weeks of March have been 4.1 per cent. larger than last year, and 9.8 per cent. larger than in 1892, and the east-bound tonnage from Chicago in four weeks has been 459,438 tons, against 622,901 last year, and 356,365 in 1892, which indicates quite clearly the remarkable depression in rates a year ago.

Failures for the week have been 149 in the United States, against 220 last year, and 26 in Canada, against 27 last year.

CHINESE ALARMED.

Fear Germany May Expand Her Operations in the Empire.

PEKING, March 31.—The disturbances in the province of Shantung during the winter have been causing serious anxiety and have culminated in the imprisonment of a German priest at the town of Thime, actually within a hundred li (a li is approximately three cable lengths) of the German sphere about Kiaochau.

The correct facts regarding the attack on a German officer and several companions show that a German naval patrol, consisting of an officer and six men, was landed at Ichou, not at I-Tscho-Fu, as cabled last night from Kiaochau, and advanced a short distance inland.

This patrol was met by a detachment of Chinese soldiers, who fired upon the Germans. The officer in charge of the German detachment caused the fire to be returned, killing several Chinese; but his party was obliged to retire, and the German Admiral is landing a stronger force to restore order. The presence of nearly the whole of the German fleet at Kiaochau, it is believed, indicates the possibility of extensive operations, and the Chinese, in consequence, are seriously alarmed.

The Tsung Li Yamen, in order to show its desire to remove all possible causes of friction, has dismissed three magistrates voluntarily, although the German Minister, Baron Von Heyking, has been constantly pressing for their disgrace. The fearful ravages of the Yellow River flood have caused terrible misery and great discontent in the province of Shantung, and the native officials have been unable to maintain order. The landing of the Germans is intended to show the Chinese that if they are unable to control the populace, it is necessary for the foreigners to protect themselves.

The imprisonment of the German missionary near the German sphere of influence about Kiaochau is difficult to explain, as the place mentioned is within easy march of a German outpost.

The Chinese fear that the present operations will expand the German administration to the 100-li sphere.

Secretary Alger at Cienfuegos.

CIENFUEGOS, March 30 (via Havana, March 31st) 10 a. m.—The Secretary of War, General Alger, and his party, arrived here at 6 o'clock this evening, with a cavalry and infantry escort. He went to the residence of General Bates, the commander of the Department of Santa Clara, where a reception was held this evening, at which the American officers of the district were present.

Many People Bitten by a Mad Dog.

CHICAGO, March 31.—At Lawndale to-day a number of people were bitten by a dog supposed to be mad. Among the victims are three men and one young woman. The animal was killed.

THE TROUBLE IN SAMOAN ISLANDS.

No New Advices Have Been Received at Washington.

Impression That There is a Missing Cable From Rear Admiral Kautz.

Considered Almost Inconceivable That the Philadelphia's Commander Made no Attempt to Communicate With the Navy Department Relative to the Recent Outbreak.

WASHINGTON, March 31.—No new advices reached the departments to-day regarding the Samoan situation, and the impression is gaining ground among the officials that there is a missing cable from Admiral Kautz, via Sydney, which upon its arrival will clear up the mystery regarding the brief dispatch dated Auckland, which was received yesterday.

In reading the brief cable of yesterday, in which Admiral Kautz referred to the improvement of the situation since his telegram "of the 18th, via Sydney, N. S. W," it was at first supposed that the date given, the 18th, was a mistake, as the only Sydney telegram received here was dated the 16th. That telegram probably left Samoa several days before the meeting of the Consuls aboard the Philadelphia, and certainly a week before the actual fighting began, which, according to the press dispatches, commenced on the 15th.

It is considered almost inconceivable that Rear Admiral Kautz made no attempt to communicate with the department between the time of the sending of the telegram, dated Sydney, March 16th, and the one received yesterday from Auckland, the 29th, which probably left Apia on the 23d. It is now considered to be almost certain that the Admiral's reference to the telegram of the 18th, via Sydney, referred to a telegram forwarded from Apia on the 18th. If this proves to be the case, the telegram of the 18th, which has not been received, doubtless contained the details of the decision of the Consuls aboard the Philadelphia, the subsequent ultimatum to Mataafa and his followers, and the account of the three days' bombardment before the dispatch was sent. In the light of the existence of such a dispatch the brief cable of yesterday can be intelligently read. It would then simply mean that the situation had improved during the interim between the 18th and the 23d, all the preliminary facts presumably being already in the hands of the department here.

The distance from Apia to Sydney is greater than that from Apia to Auckland. According to the information in the hands of the Bureau of Navigation, the time taken by steamers in plying between the two former points is thirteen days, while steamers make the distance from Apia to Auckland in ten days. According to the regular sailing time of steamers between Apia and Sydney (thirteen days), if Rear Admiral Kautz had forwarded a telegram on the 18th, via Sydney, the dispatch would not have arrived at Sydney until to-day at the earliest, so that with this explanation the non-arrival of the missing dispatch of the 18th via Sydney is satisfactorily accounted for. If the steamer is on time and the new explanation of the department proves to be correct, this dispatch should have arrived today, or certainly within a very few days, if, as possible, the steamer bearing it may have encountered rough weather on her voyage.

THE TALK OF A MODUS VIVENDI.

WASHINGTON, March 31.—A modus vivendi for the settlement of the Samoa troubles has been proposed, and is now under favorable consideration by the three Governments concerned. It contemplates the creation of a joint High Commission, consisting of one member of each country, to pass upon the recent clash of authority and resulting in disorder. The proposition, it is understood, was put forward by Germany, and is the second one submitted for a settlement of the entire question.

The first proposition was that the United States and Great Britain join with Germany in removing all the officials now serving in Samoa through whom the trouble had arisen. To this the United States and Great Britain replied that, as their representative officials were not regarded as having acted in the wrong, it could not be conceded that they should be withdrawn and thus discredited.

Now the new proposition presented is to leave the whole question to High Commissioners, one from each Government, the High Commissioners to have supreme authority in reaching a settlement. This would suspend, for the time being, the authority of the present authorities in Samoa so far as the recent difficulty was concerned, and leaves the settlement to an entirely new body, free from prejudice, and with such a standing as to give added weight to its finding. It would be temporary in character, not suspending or varying the Berlin treaty, except for this special purpose, and for that reason would come under the general designation of a modus vivendi. The treaty itself contemplates this arrangement, as it provides in Section 1, Article 8, "that any special amendment may be adopted by the consent of the three Powers with adherence to Samoa."

Up to the present time no final acceptance has been given either by the United States or Great Britain, but in view of the acute trouble reported within the last few days all parties seem much inclined to accept this as affording at least some prospect of a solution. This is borne out by to-day's cable advices from Berlin referring to the favorable acceptance in regard to the latest proposition. The cable gives no hint of the specific proposition, but it is on the lines above laid down.

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Whenever you hear a man refer to life as a lottery the chances are he has drawn a blank.