THE RECORD-UNION.

VOLUME 98.—NO. 102. SACRAMENTO, FRIDAY MORNING, DECEMBER 1, 1899.—EIGHT PAGES. WHOLE NO. 18,983.

MORE FIGHTING IN ISLAND OF PANAY.

Eighteenth Regiment Encounters the Enemy at Pavia,

Driving the Rebels Out of Their Trenches, Who Flee to the Mountains.

An Escaped Prisoner Furnishes an Authentic Account of the Experience of Lieutenant Gilmore—Those of His Party Who Were Not Killed Were Ordered Executed by General Luna, but Aguinaldo Interfered and Their Lives Were Saved.

MANILA, Nov. 30, 6:10 p. m.—Dispatches just received from Illoilo, island of Panay, say that at 1 o'clock on the afternoon of Sunday, November 26th, the Eighteenth Regiment encountered an intrenched force of the enemy at Pavia, who opened a heavy fire. The leading battalion replied, and after several volleys the Nineteenth flanked the Filipinos, driving them out of their trenches. The enemy retreated to the mountains. At the beginning of the fight one Captain and one private of the Eighteenth were killed.

EXPERIENCE OF LIEUTENANT GILMORE.

MANILA, Dec. 1, 1:50 a. m.—When the landing party of the United States battleship Oregon, under Lieutenant Commander McCrackin, took the town of Vigan, province of South Ilocos, last Sunday, they found there an escaped prisoner, A. L. Sonnenshein, who furnished the first authentic account of the experience of Lieutenant James C. Gilmore of the United States gunboat Yorktown, who, with a party of the Yorktown's crew, was captured by the insurgents near Baler, on the east coast of Luzon, last April, while making an examination of the mouth of the river in an armed boat.

M. Sonnenshein was imprisoned at Abra for a long time with Lieutenant Gilmore and seven sailors, but contrived to escape, carrying a concealed note, written in naval cipher, dated Abra, November 19th, addressed to "Any Naval Officer," and saying:

"You may have perfect confidence in anything the bearer says."

The note was signed "Gilmore."

According to Mr. Sonnenshein, when Lieutenant Gilmore's launch entered the river from Baler harbor, under cover of Ensign W. H. Standley's gun, the landing party was received with three volleys. Two of the Americans were killed and two mortally wounded. Every man was hit, Lieutenant Gilmore receiving a flesh wound in the leg, and both his feet stuck fast in the mud. It was a choice between surrender and being slaughtered.

Lieutenant Gilmore asked the terms of release. The insurgents proposed that he should procure the delivery to them of the arms and munitions of the Spanish garrisons, undertaking, if this were accomplished, to send the Spaniards and Americans to the Yorktown.

A sailor of Lieutenant Gilmore's party carried this proposition to the garrison. The Spanish commandant replied that it was an insult to Spanish arms, and expelled the sailor, a Spanish soldier firing on him as he went.

The Americans were then bound hand and foot and taken to San Isidro, when General Luna ordered their execution. They were marched to the plaza, and in the presence of a great crowd were aligned to be executed.

Lieutenant Gilmore said: "As an American officer and gentleman, I protest against being shot with my hands tied."

Aguinaldo interfered and prevented the execution.

When General Lawton approached San Isidro last June the Americans were removed to Abra, where they were kept confined in cells for two months. Subsequently they were allowed greater liberty, but the report that Lieutenant Gilmore was given a house and servant is untrue. He had the same quarters as the men, and the Americans were given the same allowance as the Spanish prisoners—5 cents a day with which to buy rice and bananas, virtually the only rations.

General MacArthur is now in Bayambang (or Bayamban) preparing to sweep the country on both sides of the Manila-Dagupan Railroad.

General Wheaton is at San Fabian, and General Lawton at Tayug.

The cordon from San Fabian to San Isidro covers all the road and occupies all the towns on the line. The American policy is to prevent any more insurgents escaping to the north, and to force them toward the country west of the railroad.

Major March, with a battalion of the Thirty-third Infantry, occupies Vigan, having made a forced march from San Fabian. The remainder of the regiment is on the way.

General Young, with a handful of cavalry and the Macabebes, is in Vigan, and Lieutenant Colonel Howse, with four decimated companies of the Thirty-fourth Infantry, barefooted and ragged, is struggling toward Vigan from Aliaga. When last reported he was within forty miles of his destination.

There are 5,000 Spanish prisoners in Abra province whose release through the military operations is expected soon.

It is learned that Aguinaldo had a large amount of stores at Bayombong, which General Lawton's troops have probably captured.

The steamer Francis Reyes has taken a cargo of supplies to Dagupan, where a base will be established. Hospitals have been equipped at San Isidro, Cabanaluan and Tayug.

Many of the American troops are suffering from exhaustion, fever or dysentery, and are in need of hospital treatment.

Captain Fowler's march after General Alejandrino's brigade, with one company of the Thirty-third Regiment, was one of the bravest incidents of the war. The company left Dagupan alone, under orders to locate the enemy. Captain Fowler had been warned that he and his men would be exterminated. The guides deserted them before Mangatarom was reached. All of Alejandrino's artillery was focused upon the main street, upon which the Americans advanced. The guns were manned by Spaniards, who said afterward that they had fired over the heads of the Americans, as they desired that the latter should win, hoping thus to gain their own freedom.

In the terrified temper of the insurgents, who run at the sight of an American, a single company might go anywhere in the north now, according to Captain Fowler. No prisoners except officers and civil leaders are retained by the Americans. Their policy is to release all others almost immediately.

Major Johnston of General MacArthur's staff, brought here by special train Churiban, Secretary of the Treasury in the so-called Filipino Government, and Mariana Lin Gap, a Chinese half-breed, Director of Railways and Postoffices, both of whom surrendered in Bayombong, with their families and servants. Their goods filled four cars. Churiban maintained that civilians were exempt from imprisonment, and he was deeply chagrined when he found himself placed incommunicado with Buencamino.

Major Ortez of the last Filipino Commission to General Otis, is a harmless character, a kind of burlesque soldier, and the American officers to whom he surrendered have declined to imprison him. He yearns to pose as a martyr in Manila.

Aguinaldo's mother has arrived here, and has been given shelter by Senor Legarde, a prominent amigo, who was Secretary of the Treasury before the outbreak, and who resigned when it came. It seems that Buencamino's party took refuge in a bandit village, which had offered Aguinaldo an asylum, aiming to sell him to the Americans. The bandits assassinated half of Buencamino's guard, and proposed to keep Aguinaldo's mother for ransom.

ALL-CALIFORNIAS WON.

Defeat the Gilt Edges by a Score of Five to Two.

SAN FRANCISCO, Nov. 30.—The Sacramento baseball players were defeated to-day by the All-Californias in one of the best games seen this year on the local diamond. The pitching was remarkably good, Harvey's work evoking much applause. Despite many counter attractions, the attendance was very large. Score:

All-Californias.	ab.	r.	bh.	sb.	po.	a.	e.
Van Haltren, cf	3	1	1	0	1	1	0
Mertes, 1b	2	1	1	1	10	1	0
Chance, c	4	1	0	0	3	0	1
Hughes, 3b	4	0	0	0	5	2	0
Lochhead, ss	3	0	0	0	0	3	1
Reitz, 2b	2	1	0	0	2	1	0
McCarthy, lf	2	0	0	0	2	0	0
Knell, rf	2	1	1	0	3	0	0
Johnson, p	2	0	0	0	1	6	0
Totals	24	5	3	1	27	14	2

Sacramento.	ab.	r.	bh.	sb.	po.	a.	e.
McLaughlin, lf	3	0	2	1	1	0	0
Harvey, p	5	1	1	0	0	5	0
O'Connor, 1b & rf	4	0	0	0	7	0	2
Eagan, ss	3	0	1	0	2	1	1
Sullivan, c	3	1	0	0	6	4	1
Doyle, rf & 1b	3	0	1	1	4	0	0
Shanahan, cf	4	0	1	0	0	0	0
Sheehan, 3b	4	0	0	0	2	3	1
Stulz, 2b	3	0	0	0	2	2	0
Totals	32	2	6	2	24	15	5

Runs by innings.	1	2	3	4	5	6	7	8	9	
Sacramento	1	0	1	0	0	0	0	0	0	—2
Base hits	2	1	1	0	0	0	1	0	1	—6
All-California	2	1	0	0	0	1	1	0	*	—5
Base hits	0	1	0	0	0	1	1	0	*	—3

Summary: Runs responsible for—Johnson 2, Harvey 1. Two-base hits—Van Haltren, Doyle. Sacrifice hits—McCarthy, Knell, Johnson, Stulz. Bases on errors—All-California 4, Sacramento 1. Bases on balls—Sacramento 3, All-California 3. Left on bases—Sacramento 8, All-California 2. Struck out—By Johnson 3, by Harvey 6. Hit by pitcher—Hughes, McLaughlin, Sullivan. Passed balls—Sullivan 2. Wild pitch Harvey 1. Umpire—Sheridan.

WEATHER CONDITIONS.

Favorable to Partly Cloudy in Northern California To-Day.

SAN FRANCISCO, Nov. 30.—The following are the seasonal rainfalls to date as compared with those of same date last season and rainfall in last 24 hours:

	Last 24 hours.	This Season.	Last Season.
Eureka	0.00	20.36	8.10
Red Bluff	0.00	7.02	2.12
Sacramento	0.00	7.10	1.61
San Francisco	0.00	7.71	2.38
Fresno	0.00	3.58	1.49
Independence	0.00	0.00	0.41
San Luis Obispo	0.00	5.76	0.67
Los Angeles	0.00	2.48	0.18
San Diego	0.00	1.25	0.22
Yuma	0.00	8.58	0.18

San Francisco data: Maximum temperature 62, minimum 50, mean 56.

Cloudy and threatening weather prevailing throughout the northern portion of the Pacific slope. A storm of considerable energy overlies British Columbia. Rain, accompanied by high wind, has prevailed over Washington. The rain along the coast and over the Sound has been heavy.

The pressure has generally risen during the past twenty-four hours, but there has been a slight fall in the last twelve hours along the coast.

The temperature has fallen over Northern Arizona, and remained nearly stationary elsewhere west of the Rocky Mountains.

Conditions are favorable for fair weather in the southern half of California and partly cloudy in the northern portion Friday.

Ex-Senator J. M. McNabb Dead.

PETALUMA, Nov. 30.—Hon. James H. McNabb died to-day, after a short illness, of neuralgia of the heart. Mr. McNabb was one of the oldest and most prominent citizens of Sonoma County. He was born in Illinois in 1833, and came to California in 1849. For nearly forty years he was one of the editors of the Petaluma "Argus." He served as Postmaster of this city under President Harrison, and served as State Senator from 1862 to 1868. In 1871 he was appointed a Deputy Collector in the Custom house at San Francisco, which position he held for nine years.

Fire at Portland.

PORTLAND (Or.), Nov. 30.—Fire to-day in the Blumaeur block, on the corner of Fourth and Morrison streets, destroyed property valued at $23,000. The damage is fully covered by insurance. The firms damaged are: Swetland & Son, confectioners; A. J. Fragers & Sons, clothiers; Blumaeur & Frank Drug Company; Mary Hernett, lodging-house.

Forty-Second Infantry.

SAN FRANCISCO, Nov. 30.—The transports Dolney Vortock and Columbia sailed for Manila this evening with the Forty-second Infantry on board.

FOOTBALL GAMES IN EASTERN CITIES.

Wisconsin Defeats Michigan on the Chicago Grounds.

Cornell Goes Down Before the University of Pennsylvania Eleven.

The Carlisle Indians Defeat the Columbia College Team by a Score of Forty-Five to Nothing—Brown Beaten by the University of Chicago, Seventeen to Six—Games at Other Points.

CHICAGO, Nov. 30.—For the first time since the breaking off of athletic relations in 1893 the football elevens of the universities of Michigan and Wisconsin met to-day in a game that may prove to be practically the semi-final for the Western championship. It was stated to-day that arrangements have been practically concluded for a game between the Wisconsin and the University of Chicago elevens on December 9th, and this fact gave added interest to the game, as, should Wisconsin win to-day's game, the Western championship would be decided on that date.

Probably two better drilled elevens never have faced each other on a Western gridiron than when the wearers of the maize and blue of Michigan and the cardinal of Wisconsin lined up at the sound of the referee's whistle this morning. Michigan's coaches claimed that the team was in even better shape physically than when it met Pennsylvania, and looked confidently for victory. Wisconsin, on the other hand, was without the services of her regular center and left guard, the veterans, Comstock and Roy Chamberlain, but the team, as made up, was considered, nevertheless, one of the strongest ever sent out from Wisconsin.

It was considered a game between a team with a perfect defense and one exceptionally strong in offensive tactics. On form heretofore displayed Michigan was a slight favorite, in spite of the marvelous kicking of O'Dea, the Wisconsin Captain and full back, as, outside of this, the offensive game of the Wisconsin team has been of a rather mediocre quality, partly on account of acidents early in the season. Michigan, on the other hand, possesses one of the fastest back fields in the country, and even the splendidly developed defense of the Badgers was expected by the Michigan adherents to be unable to stop their advance. So far as weight was concerned Michigan had the advantage by several pounds, the average weight of the Wolverine players being about 172 pounds, the weight of the linesmen averaging close to 180. The average weight of the Wisconsin men, with little Tratt filling the position of quarterback, was under 169 pounds. Wisconsin's line was lighter than that of Michigan by over five pounds to a man.

The mighty right leg of Pat O'Dea, Wisconsin's fullback, was a big factor in the one-sided score, as he was responsible for ten of the points scored by the Badgers. Once he lifted the ball to the goal posts from the thirty-five yard line and once his punt went so far that McLean misjudged it and, fumbling, gave Hyman a chance to fall on the pigskin behind Michigan's goal posts, which he did.

The second touchdown by Wisconsin was made on clean, hard football in the second half, the light but active linemen from Wisconsin opening holes in the Michigan forwards, through which Peele, Larson, Curtis and Blair plunged for big gains. The defensive work of the Wisconsin eleven was remarkable and time and again Sweely and Keena were forced to punt.

The exchanges while O'Dea was in the game always resulted in big losses for Michigan. O'Dea, however, was ruled out for slugging on the play that resulted in a touchdown by Hyman, and Driver, who took his place, was much inferior to Michigan's kickers, though he did splendid work in plunging through the line. Wisconsin was expected to show interference in her offensive game, but the way the Badger backs tore through was a surprise to even their most enthusiastic rooters.

During the most of the game Michigan was on the defensive, and poor judgment on the part of Wisconsin in the first half in attempting a fake kick when the ball was in a splendid position for a kick from the field probably cost the Badgers five points.

One of the largest crowds that ever gathered at a football game in Chicago witnessed the struggle. Excursion trains were run from Madison, Marinette and Milwaukee and from Ann Arbor and Menominee, Mich., and probably 4,000 outside admirers of the two teams lent their voices to the cheering which was incessant from beginning to the end of the game.

The teams lined up as follows:

Wisconsin.	Position.	Michigan.
Hyman	R. E.	Snow
Curtis	R. T.	Steckle (Cap.)
Rodgers	R. G.	France
A. Chamberlain	C.	Cunningham
Lerum	L. G.	Siegmund
Blair	L. T.	McDonald
Cochems	L. E.	Gill
Tratt	Q. B.	Street
Larson	R. H.	Sweely
Peele	L. H.	McLean
O'Dea (Cap)	F. B.	Richardson

Michigan won the toss and chose the west goal.

Wisconsin's ball on downs on her twenty yard line. O'Dea kicked; McLean returned twenty yards.

Wisconsin held for down in center of field. Michigan kicked. Tratt fumbled. Michigan got the ball on Wisconsin's forty yard line. Wisconsin held for downs. O'Dea kicked. McLean returned ten yards, downed by Tratt in center of field. McLean gained twenty yards on fall kick.

Wisconsin gained the ball on downs. O'Dea punted the ball on a run of fifty yards. McLean was downed in his tracks by Cochems. Michigan punted thirty-five yards. O'Dea returned.

O'Dea punted forty-five yards to Michigan's fifteen yard line. Sweely kicked to field. O'Dea heeled the ball. Snow downed him. Michigan penalized fifteen yards.

O'Dea kicked the goal from thirty-five yard line.

Score: Wisconsin 5, Michigan 0.

Michigan kicked off. O'Dea returned kick to Michigan's thirty yard line. Wisconsin given ball for holding. Wisconsin's ball on Michigan's twenty-five yard line. Wisconsin given ball for holding. Wisconsin's ball on Michigan's twenty-five yard line. Wisconsin slowly gaining through Michigan's center.

Michigan had four downs on her fifteen-yard line. McLean made ten yards around left end. Michigan's ball on her own forty-five-yard line. Michigan fought ten yards for off side play. Ball on Wisconsin's fifty-yard line. Wisconsin held for downs. O'Dea kicked. McLean fumbled the ball and rolled over Michigan's line. Hyman fell on the ball for a touchdown. O'Dea was ruled off for slugging. Driver took his place. Tratt kicked a goal.

Score: Wisconsin 11, Michigan, 0.

Michigan kicked off. Larson returned twenty yards. Driver kicked to Michigan's forty-five-yard line.

Driver kicked off for Wisconsin in second half. Snow returned fifteen yards. Michigan's ball on her own thirty-yard line.

Michigan kicked to center field. Driver fumbled. Michigan got the ball. Michigan gained steadily through Wisconsin's center. Wisconsin held for downs on her thirty-yard line. Wisconsin lost the ball on a fumble. Michigan's ball on Wisconsin's thirty-five-yard line. Wisconsin gained through center. Wisconsin was given ten yards for off side. Ball on Michigan's thirty-five-yard line.

Wisconsin held for downs on her twenty-yard line. Wisconsin given ten yards for off side playing.

Larson, Driver and Peele made big gains through the center.

Ball on Michigan's fifteen-yard line. Michigan got the ball on her ten-yard line for off side play. McLean made thirty yards around the left end.

Sweely taken out. Keena took his place.

Wisconsin held four downs on Michigan's forty-yard line. Wisconsin was given five yards for interference. Wisconsin pushed the ball steadily down the field. Wisconsin given five yards for off side play. Ball on Michigan's five-yard line. Wisconsin made a touchdown. Tratt kicked a goal.

Score: Wisconsin, 17; Michigan, 0.

White took Steckle's place for Michigan. Michigan kicked over the goal line.

McLean made a long run around Wisconsin's left end for a touchdown. Keene missed the goal.

Score: Wisconsin, 17; Michigan, 5.

Wisconsin kicked to Michigan's twenty-yard line. Scott returned ten yards.

Michigan kicked to Wisconsin's thirty-five-yard line. Driver downed with no gain. Driver kicked to McLean, who fumbled. Rogers fell on the ball on Michigan's forty-yard line.

Wisconsin gained from two to five yards on every line up. Ball on Michigan's thirty-yard line. Wisconsin given ten yards for off side play. Michigan's ball for off side. Michigan kicked to Wisconsin's twenty-yard line to Driver. Scott downed him in his tracks. Driver kicked to Michigan's thirty-yard line. McLean made no gain. Williams took his place.

Final score: Wisconsin, 17; Michigan, 5.

PENNSYLVANIA DEFEATS CORNELL.

PHILADELPHIA, Nov. 30.—Pennsylvania and Cornell played their annual Thanksgiving Day football game to-day on Franklin field. A large crowd was on the grounds and much enthusiasm prevailed. Both teams have had a long rest and were in almost perfect physical condition. The games between these teams have always been closely contested, and a royal struggle was looked for. Each eleven had out its strongest players for the first time this season. Pennsylvania made another change in the line-up at the last moment, putting Outland at right end and Coombs at left end. This was done to make the left wing of the line stronger in order to prevent Walbridge, Cornell's strong back, from getting around it.

A warm sun and bracing atmosphere rendered the day pleasant for both players and spectators.

Robert D. Wrenn of Harvard refereed the game and Paul J. Dashiel of Johns Hopkins acted as umpire.

Following is the line-up:

Pennsylvania.	Position.	Cornell.
Coombs	Left end	Duval
Snove	Left tackle	Folgera
Hare (Capt.)	Left guard	Warner
Overfield	Center	Pierson
Teas	Right guard	Caldwell
Wallace	Right tackle	Alexander
Outland	Right end	Taussie
Kennedy	Quarterback	G. H. Young
Potter	Left half	Walbridge
Gardiner	Right half	Morrison
McCracken	Fullback	Starbuck (Capt.)

Both teams came on the field a few minutes before 2 o'clock and were received with great cheers. All the stands were full when the game began. The weather was beautiful.

Cornell won the toss and chose the west goal. Captain Hare kicked off at 2:04. Cornell ran ball back to their own thirty-yard line, where it was fumbled, and Pennsylvania got it. Hare tried a field goal from placement, but failed. Cornell kicked to Pennsylvania's thirty-five-yard line and the Quakers, by short rushes, carried it to Cornell's thirty-five yard line. Then Potter broke through and ran thirty-five yards for a touchdown. Hare kicked a goal.

Score: Pennsylvania 6, Cornell 0.

Starbuck kicked off and Hare ran back fifteen yards. Cornell got ball on Pennsylvania's twenty-five-yard line on a fumble, but lost it on downs. Pennsylvania carried it twenty-five yards, Hare making fifteen of them on one plunge through center. Pennsylvania then carried it to Cornell's fifty-yard line.

Pennsylvania made ten yards by straight line plunging. McCracken followed this with eight yards more, and Ware with five, bringing the ball to Cornell's thirty-yard line, where Pennsylvania lost it for interference.

Cornell kicked to Pennsylvania's thirty-yard line. Kennedy ran it back ten yards and McCracken made thirty yards around Cornell's left end. Pennsylvania lost the ball on Cornell's thirty-five-yard line on a fumble. Cornell kicked to Pennsylvania's forty-yard line.

Starbuck then kicked to Pennsylvania twenty-five-yard line, and the

(Continued on Eighth Page.)

BIG RAILWAY TRAFFIC DEAL.

Financial Giants Who Control the Trunk Line Roads

Agree Upon a Plan to Prevent Any Rate Disturbances in the Future.

Under the New Deal It Is Said the Roads Will be Able to Get Around the Law Against Pools, and Yet Accomplish All of the Purposes of a Pool, and Enable Them to Secure Profitable Rates to All Interested Companies.

NEW YORK, Nov. 30.—The "Herald" says:

Quietly but surely there has been built up by the financial giants who control the trunk line railroads a traffic deal which will be able to get around the law against pools and yet accomplish all of the purposes of a pool and enable them to secure profitable rates to all of the interested companies.

It was the knowledge that this traffic deal is about to be put into operation, and the fact that the Baltimore and Ohio was to be operated in harmony with Pennsylvania and New York Central interests, that gave rise to the report that the first-named company had been acquired by the Pennsylvania Railroad.

Denials are made that the Baltimore and Ohio has been acquired by either of its competitors, but it is understood that the management of the Baltimore and Ohio has reached an understanding with the financiers who control the Pennsylvania and the Central to handle all traffic impartially and henceforth not to permit any rate disturbances to influence them.

The Erie, Delaware, Lackawanna and Western, Ontario and Western, Reading, Lehigh Valley, New Jersey Central and Chesapeake and Ohio are all controlled in the interest of Messrs. Morgan and Vanderbilt, and there is no danger of disturbance from these companies. Rapid strides have been made in arranging details of the big traffic deal, which to all intents and purposes is to be a pool of the most ironclad character, but regulated by a coterie of financiers, not by traffic officials.

On January 1st more than 90 per cent. of all of the commodity tariffs will be abolished, and in addition there will be some significant advances in freight rates. On that date there will also be a readjustment of the import business which will put an end to the disturbance of international rates and prevent steamship companies from demoralizing the railroad rates.

After January 1st the percentages now carried by the several trunk lines will be lived up to more strictly than ever before, and all agents and traffic managers will be held to strict account for cutting rates. These rules apply to west-bound freight business, and for some time agents have been working under instructions not to deviate from the existing tariffs on any account whatever.

Among the significant advances in rates on January 1st will be those on sugar and coffee, the former of which constitutes one of the largest articles of freight shipped out of New York. For a long time the sugar men have been credited with ability to secure favors from the railroads in the shape of commodity rates. The advances on sugar and coffee will amount to 40 per cent. of the present rate. The actual change will consist in raising the classification of those articles from sixth to fifth class, making the rate 30 instead of 25 cents from New York to Chicago.

As showing how far the trunk line railroads have already engaged in pooling without being disturbed by the authorities mention may be made of the fact that the grain traffic coming to Buffalo and brought to the seaboard by the railroads has been pooled for some time past, and the anthracite coal trade is also pooled by the several companies. The trunk line railroads control all of the important lines of the steamers on the Great Lakes, and the lake lines in turn operate canal and lake lines.

It is not generally known that the bulk of the west-bound canal and lake business is controlled by the lake lines, and that during the last season it has been impossible for any independent boatman to cut rates and make anything out of the business. The reason of this is that if an independent boatman reduced the through rate, the lake lines with whom he dealt would charge him an exorbitant sum on the amount of their haul at the western end. Many of the boatmen, rather than submit to such dictation, leased their boats to the canal and dispatch lines at so much per trip. The result was that the canal and lake rate was kept up to a higher figure than the railroads quoted in connection with the lake steamers. This gave the railroads the control of the entire lake traffic. The canal route was kept at about 35 cents throughout the season.

With the grain traffic, anthracite coal traffic and canal and lake traffic under the domination of the trunk lines, and with three or four financiers in control of the entire trunk line situation, the way is now clear for regulating all of the freight business on the Eastern roads.

The men who have this scheme in hand foresee possibility of efforts on the part of the authorities to make trouble and to charge them with violating the anti-trust law on the ground of running a pool. They will be prepared for this in more ways than one. In the first place they will hold that no traffic association exists among the trunk lines, and they will defy the authorities to find one.

Hence, they will say, there is no outward signs of a pool. The steps which have just been taken to destroy signs of pooling are significant. The committee of the Joint Traffic Association, which had in hand the duty of winding up the affairs of the association after it was declared to be illegal by the United States Supreme Court has just taken the last steps to extinguish the remains of that organization.

Notices were sent out two days ago that all of the furniture in the rooms of the Joint Traffic Association would be sold, and the lease of the rooms, which runs until May 1st, will be disposed of. After December 31st all of the employes of the association will have been dismissed. As for the Trunk Line Association, the President of one of the railroads said last night that it had ceased to act as an association and handle any traffic matter, and it is now nothing more than a bureau. It keeps its rooms, but it does not legislate in regard to rate matters concerning the various railroads. In a word, it does nothing. Henceforth the traffic officials will not take any united action, unless some law shall be passed permitting the railroads to transact business as an association.

The work of deciding what commodity tariffs should be abolished was done by committees of the interested railways, purely as committees of the railroads and not of any association, and all the business that is now transacted goes on under the guise of a "gentleman's agreement," without any apparently binding character so far as outward rules are concerned.

And yet the agreements that are now made by the heads of the different railroads are more strictly maintained than they have been for several years. The orders are given out, not from the headquarters of an association, but from the President's offices of the several railroads. The "bureau" which is maintained at the trunk line office collects the data of what competitive business is done by each company, just as has always been done, and there its work ends.

The Presidents of all the railroads get reports, and they can tell at a glance how far ahead or behind they are, compared with the percentages to which they are entitled. There is no more wrangling, however. The three or four financial men who control all of these companies are easily able to straighten out the differences, since they have interests at stake in all of them, and a short conference in the office of any of them takes the place of formal conferences that have been held at trunk-line headquarters.

There have been reports that this "gentlemen's agreement" had really been in operation for several weeks, and that the changes to be made on January 1st are simply a perfecting of the scheme. It was intimated that the percentages between the roads would be settled on a money basis, where one road gets more than its share, and in the absence of an association this could be done by the "gentlemen's agreement," without detection by Government officials.

Mr. Morgan, for example, as the chief factor in the Rie, makes no objection to the Lehigh Valley or Reading securing its share, since Mr. Morgan controls the latter companies. In the same manner Mr. Morgan gives his word to Mr. Vanderbilt and Mr. Cassat that the Central and Pennsylvania shall secure their fair share of the business. That is all there is to it.

The new arrangement applies chiefly to westbound business. Eastbound traffic cannot be controlled so easily, since the initial lines are in the West, and they sometimes make concessions to shippers. It is said, however, that the scheme contemplates bringing all kinds of business, both eastbound and westbound passenger as well as freight, under the same strict control.

METHODIST CHURCH.

Fourth Day,s Session of the Congress at St. Louis.

ST. LOUIS, Nov. 30.—The fourth day's session of the Methodist Episcopal Church Congress began to-day with a discussion of "The Church and the Higher Criticism."

Rev. W. F. Anderson of Sing Sing, N. Y., defended the critics, believing that the coming generations will be as grateful to them as we are now grateful to the pioneers in Christianity. The speaker asserted that if we are to have a theology which will satisfy the demands of the age, it must be a theology founded on fact. Any fair minded, thinking man, said he, must admit many inaccuracies occur in the Bible.

Reverting to the attitude of some churchmen toward the higher critics, Dr. Anderson said it was very easy for a man who had not read a book since 1850 to stand off and throw stones at the diligent students of the present day. "We cannot," said he, "save the old framework, neither is it necessary that we should, but the old spirit of early Methodism still prevails—brotherhood, personal service and universality."

REVOLT IN COLOMBIA.

Spreading Throughout the Republic, and Gaining Strength.

KINGSTON (Jamaica), Nov. 30.—Columbian advices received here by the steamer Louisiana say the revolution is spreading throughout the Colombian Republic, and gaining great strength.

Details as to the movements of the Liberals are lacking, but the stereotyped censored cable dispatches relating to Government success are discredited, the fact being that the main bodies of the insurgents are avoiding action until the revolution is thoroughly organized. Several casual bands of recruits have been dispersed, and a few severe reverses have been suffered on the water, but the insurrection is not even fully launched yet, and is apparently awaiting further important outside aid, presumably Venezuelan, which, it is asserted, is delayed owing to the outbreak of the counter revolution there.

Insulting Message to the President.

BOSTON, Nov. 30.—Erving Winslow of the Anti-Imperialist League, has sent the following, which he says is a "Thanksgiving greeting," to the President:

"Lovers of liberty, who would rather be the hunted patriot than the bloodguilty usurper to-day, will nevertheless use it to pray that he who has given America her first Thanksgiving of shame, may be brought to repentance and a better mind."

Bank of England Rate of Discount.

LONDON, Nov. 30.—The rate of discount of the Bank of England was to-day raised from 5 to 6 per cent.

Libel once had no reference to anything offensive, but simply meant a small book or pamphlet. But pamphlet wars, which often were nothing but printed Billingsgate, changed its meaning.

CONDITION OF IRON AND STEEL TRADE.

Raw Materials Will Be Much Higher the Coming Year.

Miners of Lake Bessemer Ores Have Announced a Large Advance.

The Raise in Price Holds Out the Promise of a Year of Good Profits to Makers of Pig Iron in Virginia, Tennessee, Georgia and Alabama.

NEW YORK, Nov. 30.—Discussing the condition of the iron and metal trades, the "Iron Age" says:

The event of the week has been the announcement on the part of the miners of Lake Bessemer ores of their prices for the season of 1900-1901. The figure decided upon is $5.40 at lower lake ports for the Norrie grade, compared with $2.53 last year, representing an advance rather larger than was expected. This is equal to about 9.7 cents per unit, against a shade under 4.5 cents last year, thus representing an advance in the cost of Bessemer pig iron of about $5.25 per ton for ore alone. To this must be added the increased cost of coke, at least $1 per ton; of iron, of labor and of rail freights on raw materials from receiving ports and from coke ovens. Thus the coke freights have been just advanced 15 cents per ton and a rise in rail freights is also imminent. This will, of course, mean that costs will be considerably higher, although the full effect will not be felt until the new ore begins to appear in the mixtures.

It is figured roughly that the cost of making Bessemer pig in the valleys will next year not be less than $14 to $15 per ton for those who must purchase all their raw materials in the open market. Of course, it is true that only a comparatively small percentage of the Bessemer pig made in the Central West is produced by concerns so situated. All the large companies, with very few exceptions, and many of the smaller ones, control a part or all of their own ore and fuel, and, therefore, the costs are less by amounts varying with the conditions affecting each particular concern. But if the demand is large enough to require even a moderate quantity of metal turned out by what might be called the "outside" furnaces, their cost marks the possible attainable minimum of price up to June 1, 1901.

Of general interest is the announcement that the non-Bessemer ores are selling on the basis of $4.25, lower lake ports, or, say 8 cents per unit. To makers of basic and foundry grades this means an advance very close to that of the producers of Bessemer pig, and fixes a corresponding minimum for the second half of 1900 and the first half of 1901.

These prices for lake ores open excellent opportunities for active mining for the deposits east of the Allegheny Mountains, and it seems probable that, for instance, Lake Champlain ores will go in very considerable quantities into the Pittsburg and Cleveland districts.

Foreign ores, it would seem, will also have much better opportunities. Thus we learn that Pilling & Crane of Philadelphia have during the past week sold for spring delivery between 175,000 and 200,000 tons of Newfoundland ore to nine different concerns in the Eastern Pennsylvania districts at 7½ cents per unit, f. o. b. cars Philadelphia.

To the makers of pig iron in Virginia, Tennessee, Georgia and Alabama the establishment of the prices for lake ores and coke holds out the promise of a year of good profits, because the majority of them control their own supplies. In the past they have suffered in competition with the Central West, from the fact that prices of lake ores were down to a low level, and all other costs were on a starvation basis. To them relatively a much larger margin is opened, since the offset to them is only the increased cost of labor and the advance in rates of freight on product to market.

The Lake Superior ore mining interests did not this year in the least share in the prosperity of the iron trade. They have determined to participate in the profits of the season of 1900-1901, and are sure to succeed.

The blowing out of a furnace is expected to bring a large interest in the Central West into the Bessemer pig iron market.

In steel the only feature of interest is the appearance of a number of large inquiries in the Eastern markets.

PATERSON RAIL ACCIDENT.

Six Persons Killed, Including an Entire Family.

NEW YORK, Nov. 30.—The bodies of six persons killed in last night's wreck on the Delaware, Lackawanna and Western Railroad were positively identified to-day. Those killed were: Alex Craig of Scranton, Pa., business manager of the "Tribune"; Ester Craig, his wife; Esther Craig, their fifteen-year-old daughter; Jessie Craig, their eleven-year-old daughter; Mrs. Maybert Roe, wife of David Roe, Ithaca, N. Y.; Walter J. Wallbrook, 15 years old, of New York City.

Mr. Wallbrook was a student at Cornell. It was not until to-day that the identification of the two children killed was made positive. Passengers had said they were Mr. and Mrs. Roe, but relatives of the Craig family went to Paterson, N. J., from Brooklyn to-day and identified the children. The accident wiped out the family. They were on their way to spend Thanksgiving with relatives in Brooklyn.

All of the injured persons in the hospitals at Paterson are doing well, and it is believed that all of them will recover.

Steamship Aground.

ROTTERDAM, Nov. 30.—The Holland-American line steamer Staatendam, Captain Bonjer, which sailed from New York November 19th for this port, is aground at Maastuis and must lighten to float.