

WAR IN COLOMBIA.

Battles Between Government Troops and Insurgents.

United States Warships Land a Force of Marines to Protect the Railroad Across the Isthmus and the Interests of Americans—Iowa's Captain Commands.

Colon, Nov. 25.—An armed guard of marines from the United States battleship Iowa has re-established the transit across the isthmus and the Iowa's marines are now protecting each passenger train.

There has been fierce fighting at Empire station, on the railroad line between Panama and Colon, between the insurgents and the troops of the Colombian government, with very heavy losses on both sides.

The government troops advanced and the fighting was stubborn all along the railroad line until Empire station, a mile and a half distant, was reached. The liberals retreated slowly, Alban's men following them until the latter eventually reached Matachin station. Here Gen. Alban met and conferred with Capt. Perry, of the Iowa, who was returning from Colon on an armored train. It is understood that Capt. Perry will not allow the railroad to transport troops, consequently Gen. Alban and his men were forced to push ahead on foot. It is said here that they thus reached San Pablo, where the liberals are in force, and that fighting is taking place there. The liberals are under the command of Gen. Lugo.

The secretary of the navy has cabled Capt. Perry, of the Iowa, to assume full command of all the United States naval forces on both sides of the isthmus, in order to insure harmonious operations.

Colon, Colombia, Nov. 27.—The overdue passenger train, with a marine guard on board, arrived here last evening. The train brought news to the effect that Gen. Alban with about 300 government troops had crossed Barbaoca bridge and is continuing his march to Colon. The liberal forces continue to retreat before him. They explain their retreat by saying they have no ammunition. All of the fighting yesterday occurred at Barbaoca bridge.

Passengers by the delayed train assert that fully 100 conservatives were killed and wounded during the fighting there and that the liberal losses were insignificant. The liberals are now approaching Gatun station (about five miles from Colon), and it is believed a decisive engagement will probably be fought at Monkey Hill cemetery, distant one mile from the limits of Colon.

The trains which left here Tuesday afternoon for Panama with the Iowa's marines and the passengers from the steamer Orizaba were delayed in transit, but reached Panama safely.

Colon, Colombia, Nov. 28.—The following dispatch has been received from Panama:

"The Colombian gunboat Boyaca was dispatched Tuesday, having on board about 50 soldiers, for Chamo or its vicinity, where it was claimed a party of liberals, under Gen. Porras, had received quite recently a fresh supply of arms and ammunition.

"San Paolo and Barbaoca are known here to be liberal strongholds and places very easy to defend, while to cross the bridge spanning the Chagres river, now swollen, was next to impossible for an attacking force. The feat was accomplished, however, but the reason the liberals abandoned Barbaoca is not made clear. The death rate on the government side was very great, many bodies falling in the river. An attempt was also made to make a detour on the river in boats, but the Chagres was swollen, the boats were capsized and many men were drowned.

Colon, Colombia, Nov. 29.—The government force, 300 strong, under Gen. Alban, on reappearing at Buena Vista Wednesday afternoon, opened fire on the liberal forces under Col. Barrera. The latter were not entrenched, but occupied the top of a small hill at Buena Vista. The fighting, which was of the most savage nature, lasted until 5:30 p. m. without stopping, when the government forces, owing to the great loss they had sustained, were compelled to give way and retreated toward Frijoles. Over 100 men were killed or wounded, the bodies lying all along the railroad track. A train on reaching Buena Vista was unable to pass, owing to a pile of corpses blocking its passage. About 20 wounded men were taken to Panama on the evening train.

The liberal loss was less than a dozen men.

A conference between the liberal and conservative representatives and the officers commanding the foreign warships was held here Thursday on board the United States gunboat Marietta.

The commanding officers of the Marietta, of the British cruiser Tribune and of the French cruiser Suchet and Lieut. Commander McCrea, of the Machias, and Capt. Perry, of the Iowa, were present, as were Gens. Alban and Jeffries, representing the government of Colombia, and Senor De La Rosa, secretary to Gen. Diaz, who represented the liberal party of Colombia.

No information as to the result of this conference has been made public. It can be said on the best authority, however, that the liberals will surrender Colon to the government authorities to-day.

Five Men Drowned.

Philadelphia, Nov. 26.—Five men were drowned Sunday at Long Branch during the storm. The men were members of the crews of the barges Wilmore and Grant, which were lost by the tug Eureka. The two barges came ashore at Chadwick, N. J., about one and a half miles south of Long Branch. There were seven men on the barges when they went ashore. All of the crew of four on one of the barges were washed overboard and lost while the life savers saved two of the men on the other barge. The third man was washed overboard and drowned.

CITY TREASURER SUICIDED.

Discovery of a Big Shortage in His Accounts Causes an Official at Louisville, Ky., to Take His Own Life.

Louisville, Ky., Nov. 28.—After being offered an evening newspaper which said his books were under examination by expert accountants, Stuart R. Young, city treasurer of Louisville, last evening went to the rear of a warehouse at Sixth and Nelson streets and committed suicide by shooting himself behind the right ear with a pistol.

A great sensation was created late in the afternoon when an evening paper appeared with a story that accountants were at work on the books of the retiring city treasurer and that it was reported that discrepancies had been found in his accounts. Immediately the friends of Mr. Young began to look for him, not believing the reports.

Shortly after 6 p. m. Mr. Young was seen at the entrance of the Louisville hotel, where he lived with his bride of a few months. Two newsboys, who knew Mr. Young, ran up and said:

"Mr. Young, don't you want a paper? It's got your picture in it."

One glance at the double column headlines told Mr. Young why the paper had printed a double-column picture of him. Instead of entering the hotel he walked down Sixth street towards the river, the newsboys following him on the other side of the street. At Nelson street Mr. Young turned off between some box cars. The boys feared to follow him any further and, returning to the Louisville hotel, described Mr. Young's actions to "Kid" Johnson, a hackman whose carriage stand is in front of the hotel. Johnson was acquainted with Young and following the direction given by the newsboys found Mr. Young lying face downward in the cinders, his right arm under him. Seeing a bullet hole behind Mr. Young's right ear, Johnson turned the body over. Then he saw a pistol in Mr. Young's right hand. Life was extinct.

Stuart R. Young was 35 years old and one of the most prominent men in Louisville. He was a graduate of Princeton university.

Louisville, Ky., Nov. 29.—Beyond the statement made to Mayor Granger by one of the expert accountants, that discrepancies amounting to \$23,000 had been found in the books of the former city treasurer, Stuart R. Young, who committed suicide Wednesday evening, nothing definite is known as to how the accounts stand between the city and its former treasurer. When asked for an authoritative statement last night one of the accountants said that beyond the amount mentioned he had absolutely no idea as to what the alleged shortage is. He added that the accountants would require two weeks to go over the books of the treasurer's office. During his four years' term as city treasurer, Mr. Young handled \$11,000,000.

REV. CROWLEY RETRACTS.

The Rebellious Priest Makes Peace with Archbishop Feehan and Cardinal Martinelli.

Chicago, Nov. 28.—Announcement was made yesterday by Thomas A. Moran, attorney for Archbishop Feehan, that the sentence of excommunication which was pronounced against Father Jeremiah J. Crowley would be recalled within a few days. This is expected to put an end to the case against the deposed priest, and the injunction proceedings begun against him to prevent his worship in the Cathedral of the Holy Name will be withdrawn.

Attorney Moran said: "Some days ago Father Crowley addressed a communication to Cardinal Martinelli. This led to a further consideration of the matter by the cardinal, with the result that Father Crowley again addressed the cardinal as follows:

"Your Eminence: To save the honor of our beloved church and to repair the scandal I may have given to the Catholic people, I sincerely regret whatever I may have said disrespectful to your eminence and to the archbishop of Chicago, and I also retract anything I may have said or written which could not be approved by the Catholic church."

"The cardinal thereupon further advised with the archbishop and as soon as the details are attended to the sentence of excommunication which was pronounced against Father Crowley will be recalled."

TALKED IN HIS SLEEP.

An Alleged Train Robber Is Said to Have Spoken of the Crime While Under an Opiate's Influence.

Great Falls, Mont., Nov. 28.—Deputy Sheriff Ledbetter has arrested at Neihart a man known as Bob Collins, who is believed to be O. C. Hanks, a partner of Harry Longbaugh, Kid Curry and George Parker, in the Great Northern train robbery on July 3. Collins does not confess his identity, but admits he helped to rob the train and that he has \$12,500 buried. When Longbaugh was arrested at St. Louis Collins became nervous and finally had to go to bed. A physician was called and gave him a hypodermic injection to quiet him.

In the sleep and delirium which followed Collins raved about Longbaugh and the robbery. When he recovered he was thrown in the companionship of a man provided by the authorities, who succeeded in getting a full confession. The plot to rob the train, says Collins, was made by him and Longbaugh and Curry.

Death of George M. Pullman.

San Francisco, Nov. 29.—George M. Pullman, son of the late millionaire car builder, died Thursday at his country home at San Mateo, aged 26. He had been ill several weeks of pneumonia, but until Tuesday his condition was not considered serious. On that day he suffered a severe relapse and grew steadily weaker. Early Thursday morning he was attacked with a hemorrhage and within a few minutes passed away. The deceased was married for the second time a few weeks ago at Reno, Nev., to Mrs. Brazell.

DEATH CAME TO 29.

A Terribly Fatal Boiler Explosion in Detroit.

A Three-Story Building Containing Scores of Workmen Is Completely Destroyed—Ruins Caught Fire and Those Buried Underneath Were Burned to Death.

Detroit, Mich., Nov. 27.—Twenty-six men are dead, five of them unidentified and so terribly burned and blackened that identification is almost impossible, and 24 other men are lying in hospitals suffering from terrible cuts, burns and other injuries, all results of the explosion of one of the boilers in the Penberthy Injector Co.'s large plant at the corner of Abbott street and Brooklyn avenue, Tuesday.

Eighteen men and boys have not as yet been located, either at their homes or at the hospitals. The five unidentified bodies account for five of these, and the officers of the company say they feel positive that the major portion of the remaining 13 are at their homes.

Last night a large force of men was searching the ruins by electric light, and the work will not be stopped until every foot of the debris has been examined.

The Penberthy Injector Co.'s plant occupied half a square at the corner of Abbott street and Brooklyn avenue. It was composed of two brick buildings, separated by a 16-foot alley. The rear building, in which the boiler was located and which was completely destroyed, was three stories high.

The boiler room was located at the northwest corner of the building, on the first floor. It was in this building that most of the manufacturing was. The first floor was utilized as the engine and boiler room and a room for testing the output of the plant. The finishing and brass manufacturing department was located on the second floor and the third floor was devoted to the foundry. It is impossible to tell exactly how many men were at work in the various departments of this rear building when the explosion occurred, but the officers insist that the number was not over 85. There were four boilers in the plant, two horizontal ones which furnished steam for the engines, and two vertical boilers which were used solely to test injectors. It was the horizontal boiler which let go and caused the awful loss of life.

The awful crash came without the slightest warning. Those in the front building said it seemed like the concussion of an immense cannon. The floors and roof of the building bulged upward and then crashed down with their heavy loads of machinery and foundry apparatus. Walls, roof and all dropped into a shapeless mass of debris. Windows in houses for a block around were broken by the concussion, and flying bricks filled the neighboring yards. A dense cloud of dust arose, and as it settled and was succeeded by denser clouds of smoke and steam, agonized cries began to come from the heap of tangled wood, metal and bricks. Those who were only partly buried, frantically dug themselves out, and then turned to digging for their comrades who were buried deeper. Flames broke out almost immediately and the horror of fire was added to the suffering of the imprisoned ones.

A fire alarm was turned in and quickly responded to. Calls were sent out for all the ambulances in the city and they were hurried to the scene. Pending their arrival, neighboring houses were turned into temporary hospitals, and those physicians who were in the vicinity saved the sufferers as much as they were able. The first ambulances on the scene were totally inadequate to carry those who had already been extricated, and express wagons and similar vehicles were pressed into service.

The floors and roof had fallen at an angle and formed a sort of huge cover, under which the fire burned fiercely. Not until the firemen had chopped through this did their streams begin to have an effect on the flames. The sufferings of those who were buried beneath were later nutely testified to by their charred and blackened bodies.

Engineer Riley was among the first to be dug out of the wreck. His escape was little short of miraculous. When the boiler let go he was knocked to the floor and one of the smaller testing boilers was blown over his prostrate form in such a way that one end rested on some debris high above him, thereby forming a shield that kept the falling timbers, bricks and machinery from crushing him.

The property loss, according to Secretary Childs, is about \$180,000. The firm carried \$70,000 fire and some boiler insurance, but how much of the latter Secretary Childs could not say.

Detroit, Mich., Nov. 28.—When the search of the ruins of the rear building of the Penberthy Injector Co.'s plant, at the corner of Abbott street and Brooklyn avenue, which was totally wrecked by a boiler explosion, was completed last night, the death list had reached a total of 29. All but two of the company's employes have been located, and as these men worked in the front building, which was not wrecked, it is thought that they are at their homes. The men's addresses are not on the company's books, so it may be some time before they are located.

Simple Jury Failed to Agree.

Philadelphia, Nov. 27.—After deliberating for nearly 30 hours, the jury in the case of John L. Semple, the Camden, N. J., lawyer, who was tried in the United States district court here, charged with aiding counterfeiters, were unable to agree and were discharged by Judge McPherson. Semple was accused of having assisted Arthur Taylor and Baldwin S. Bredell in the manufacture of plates from which were printed \$20 counterfeit notes. Taylor and Bredell are awaiting sentence for their part in the famous Lancaster, Pa., revenue stamp counterfeiting case.

A GREAT CALAMITY

Collision of Passenger Trains on the Wabash Road.

Nearly 80 Persons are Dead as the Result of an Accident Near Seneca, Mich.—One of the Worst Wrecks in the History of Railroad-Ing in the United States.

Detroit, Mich., Nov. 28.—From 100 to 150 persons were killed or injured last night in the most disastrous railroad wreck in the history of Michigan railroads. Two heavily loaded passenger trains on the Wabash road collided head-on at full speed one mile east of Seneca, the second station west of Adrian, Mich. The westbound train of two cars, loaded with immigrants, and five other coaches were smashed and burned, with the result of awful loss of life and fearful injuries to a majority of its passengers.

The eastbound train, the Continental limited, suffered in scarcely less degree. The track in the vicinity of the wreck is strewn with dead and dying.

No. 4, the Continental limited, had engine No. 609, Engineer Strong, Conductor G. J. Martin, and No. 13, double-header, engine 88, Engineer Work and engine 151, Engineer Parks, Conductor Charles Troll. No. 4, it is believed, disobeyed orders in not waiting at Seneca for No. 13, thereby causing the wreck.

Detroit, Mich., Nov. 29.—When night fell over the scene of Wednesday evening's awful calamity on the Wabash railroad near Seneca, Mich., those who had been investigating the disaster had found nothing to alter the estimate of about 80 lives lost as a result of the collision.

Superintendent George M. Burns, of the division on which the wreck occurred, insists that the estimates are too high. "I do not consider," said he, "that the total death list will exceed 20." However, in support of the larger estimate it is pointed out that there are now 14 passengers known to be dead. The bodies of eight of these have been recovered and it is considered that the fragments of other bodies now in the morgue at Adrian will account for many more than the 12 dead necessary to make up Superintendent Burns' estimate of 20.

In addition to the comparatively few fragments recovered and sent to the morgue, those who were early on the scene say that many more pieces were discovered which crumbled to powder while they were being removed.

Superintendent Burns said last night that he was unable to tell the exact number of Italian emigrants aboard train No. 13, but thought that there were not more than 50. Passengers on the train and a number of those who were early on the scene dispute this and say the number was nearer 80. Superintendent Burns has received no report from Ticket Collector Eames, of train 13, who probably knows nearer than any one else the number of Italians in the cars.

Coroner Hamilton, of Adrian, impaled a jury yesterday and will begin an inquest into the disaster today. All the jurors are prominent in the business affairs of the city of Adrian. No steps have been taken as yet toward the arrest of Engineer Strong, whom Superintendent Burns says is responsible for the collision and holocaust.

Superintendent Burns estimates the financial loss to the Wabash at \$48,000.

The three engines piled themselves in a heap with the leading engine, No. 13, above the other two. The first three coaches of the train were so telescoped that they were nothing but a mass of debris. One immigrant car was compressed into a compass of about eight feet in length on the track. The flames started below the immigrant cars and here the heaviest loss occurred.

In No. 4 the engine was followed by an accommodation car. This was struck and bore the shock bravely. The leading day coach of the train, however, telescoped and burned.

That the officials of the Wabash railroad are trying to minimize the results of the catastrophe is evident from the official lists of the dead given to the local lists. This list shows the names of but ten dead and 48 injured. The Detroit newspaper men who were at the scene of the wreck and talked with survivors say that the official list does not bear out the statements of the passengers, nor evidence of the horrible loss of life which they witnessed at the spot where the accident occurred.

The Free Press says that the loss of life was in round numbers 100 and that the statements made by the Italian emigrants in train No. 13 bear out this claim. These immigrants say that there were about 125 of their nationality on the train and that only about 25 of them escaped. While there are only ten of them known to be dead, it is asserted that the other ninety were completely incinerated and that with the removal of the wreckage the bodies crumbled to dust.

Peru, Ind., Nov. 29.—Twenty-five persons who were injured in the Wabash wreck arrived here Thursday. Lucie Virgiles and Trubuzzi Silvestro, although frightfully injured, were able to talk briefly. They were well acquainted with the people in their party and say that 100 of the Italians are missing and unaccounted for.

Insurgent Activity Revives.

Manila, Nov. 28.—The insurgents have attacked a commissary wagon train between Magdalena and Gajayaza, seriously wounding a sergeant and a private of the Eighth regiment and captured Privates Dunn and Frenning, two horses, three rifles and 300 rounds of ammunition. There has been a recrudescence of insurgent activity at Tanauan, province of Batangas, southwest Luzon. An interpreter was killed in the market place for refusing to donate a percentage of his salary to the insurgents. Other government employes have been threatened.

FOOTBALL SEASON ENDS.

Several Surprises are Noted in the Games Played Thanksgiving Day.

Chicago, Nov. 29.—University of Michigan scored almost at will against University of Iowa, making 50 points to the Hawkeyes' 0. Thus Michigan closes the regular football season with a total record of 501 points, while not one of the teams she has met has been able to score a single point against her. Iowa played a sturdy, plucky game, but was outclassed. Ten thousand people saw the game.

Wisconsin 35, Chicago 0, and Wisconsin's goal only twice in the least danger. Straight football won the day, and team work on the part of the victors was clever, though in nearly every case scores were made by star plays. Chicago throughout the game put up a manful though unavailing offense. Almost perfect conditions for fast ball prevailed. Over 6,000 enthusiasts witnessed the game.

Philadelphia, Nov. 29.—The University of Pennsylvania football team ended its disastrous season yesterday with a crushing defeat at the hands of the Cornell eleven, the Ithaca boys scoring 34 points to the Quakers' 6. It was the first time since the two universities have played football together that Cornell has been able to conquer Pennsylvania.

All through the contest the red and blue players fought their opponents every inch of the way, but the boys from New York state were superior to them in every department of the game except in punting. No matter how hard the Pennsylvanians tried Cornell was always there to meet them. Cornell's offense was powerful.

New York, Nov. 29.—With practically perfect football for the first 65 minutes of play, Columbia rolled up their largest score of the season against the Carlisle Indian team yesterday. In that time they scored 40 points, shutting out the Indians completely. In the last five minutes, however, the Indians made a sudden brace and Columbia, going to pieces from the previous hard work, the Carlisle team gained 12 points almost in the twinkling of an eye, making the final score 40 to 12 in favor of the blue and white.

Pittsburg, Pa., Nov. 29.—Homestead won from Washington and Jefferson college by the score of 12 to 0, but the contest was the hardest the stars have had during the season.

Lexington, Ky., Nov. 29.—The State college team defeated the University of Cincinnati 16 to 0. The final 12 minutes of the game were not played, owing to injuries to Cincinnati players.

Columbus, O., Nov. 29.—Ohio State university defeated Kenyon in the annual Thanksgiving game by a score of 11 to 6.

AN \$800,000 BLAZE.

Fire Starts in a Box Factory at New York City and Spreads to Adjacent Buildings.

New York, Nov. 29.—Half a million dollars is the estimate of the loss by a fire last evening in the vicinity of Tenth street and the East river. Several firemen were hurt, but none seriously. The blaze started in the plant of W. E. Uptegrove & Brothers, manufacturers of boxes, veneers and fine woodwork, and this firm was the principal sufferer. One of its buildings was a seven-story structure, while those surrounding it were one-story buildings. All of Uptegrove & Bros' mill was destroyed. From the Standard Oil Co.'s depot, on Eleventh street, thousands of gallons of oil were drained into the river to prevent a great explosion and resulting conflagration.

What started the fire is not known. It quickly spread to all the Uptegrove buildings. Within and surrounding these were great quantities of kiln-dried wood to feed upon. The walls of the larger Uptegrove building fell in and crushed the stable of the Standard Oil Co. in the rear. All the horses had been removed.

After the fire was thought to be under control it broke out again and spread to the works of the Mutual Gas Co. This outbreak was caused by a fireman dropping a burning window sash into the street. The street was flooded with water on which was a thick coating of oil. This ignited and the flames leaped into the gas company's property.

The fire then turned across the street and the immense store of lumber owned by Hegemeyer & Sons was ignited. It comprised some 18,000,000 feet of valuable woods.

Fire Chief Croker estimated at a late hour last night that the total damage would approach \$800,000. He estimated that the loss to J. M. Sauspaul will be \$125,000; William E. Uptegrove & Bro., \$350,000; the Mutual Gas Co., \$100,000; G. M. Hegemeyer \$150,000, and the Standard Oil Co. \$75,000.

The Switchmen's Strike.

Pittsburg, Nov. 29.—There appears to be no radical change in the switchmen's strike situation. The strikers still claim that the roads are badly crippled and the company officials are just as positive in their statement that there is practically no strike except on the Allegheny Valley road, which they say is gradually resuming normal conditions. At a meeting of the strikers yesterday 38 new members were taken in. Six men known as "extras" in the Pennsylvania yard joined the strikers, but their places were filled at once.

Arrested for Stealing a Report.

New York, Nov. 28.—Carl H. Hoffman, who was employed as stenographer by the isthmian canal commission at Washington, was yesterday arraigned before Commissioner Shields, charged with stealing government papers. He agreed to return to Washington to stand trial on the charge. Hoffman was arrested Tuesday night. The charge against him is that on November 19 he stole a copy of the final report of the commission to President Roosevelt. It was charged that Hoffman offered a copy of the canal commission's report to the French ambassador.

A SHARP WARNING.

Officeholders Must Not Meddle in Politics.

AN OFFICIAL LETTER.

Federal Employes at Kansas City are Admonished.

ATTORNEY GENERAL KNOX.

He Calls Attention to the Civil Service Rule Which Forbids Government Employes to Solicit or Receive Political Contributions.

Kansas City, Mo., Nov. 30.—The United States marshal and district attorney have received a circular from Attorney General Knox with orders to post it in the office and call it to the attention of all employes. The circular says:

"Your attention is directed to a circular of this department issued August 20, 1900, in which Section 2 of the civil service act of January 16, 1883, forbidding any executive officer or employe to solicit or receive political contributions from any officers or employes of the United States, was quoted, and all persons serving under this department were required to observe strictly the prohibitions of this law, and were recommended to refrain from service on political committees charged with the collection of campaign funds. I now repeat the injunctions of that circular, and add the following further directions on this subject:

"Rule No. 2 of the civil service rules provides that no person in the civil service shall use his official authority or official influence for the purpose of interfering with an election or controlling the result thereof. The spirit of the civil service laws renders it highly undesirable for federal officers and employes to take an active part in political conventions, or in the direction of other parts of political machinery. Persons in the government service under this department should not act as chairmen of political organizations, nor make themselves unduly prominent in local political matters."

CUBA'S GREATEST NEED.

Gen. Wood Says It Lies in Reduction of Tariff Duties on Sugar and Tobacco, by the United States.

Washington, Nov. 30.—Gen. Leonard Wood, military governor of Cuba, arrived here last night. The general will spend some days in Washington, conferring with the president and the secretary of war regarding affairs in Cuba. Since his last trip to Washington, about two months ago, Gen. Wood has traveled over practically the whole island of Cuba, familiarizing himself with conditions, and he is able to give the officials here a complete and intelligent account of affairs and the people's needs.

He will reiterate his previous recommendations for a reduction in the duties on sugar and tobacco imposed by the United States government. Gen. Wood believes this absolutely necessary for the financial rehabilitation of the island and to prevent the recurrence of conditions which existed under Spanish rule. He will urge earnestly upon the president and the secretary of war that it is the duty of this government, now that it has taken the Cubans under its protection, to encourage them to become self-supporting and enable them to maintain the excellent conditions which have resulted from American occupation.

More Soldiers are Needed.

London, Nov. 30.—The correspondents of the Times in Pretoria, whose recent dispatches giving the numbers of the Boer commandoes are supposed to have been allowed to pass through the censorship as a warning that more British troops were wanted in South Africa, sends a sketch of the positions of the British columns and states that more men are needed to accelerate the attrition of the Boers and that a further partitioning of the country by lines of blockhouses is necessary.

Voted Not to Return to Work.

Pittsburg, Nov. 30.—At a joint meeting of the former workmen at the Star and Monongahela tin plate plants in this city, it was decided by a vote of 197 to 3 not to go back to work at the plants, where the Monongahela system is in operation. It is alleged that most of the men voting have secured other employment, and that there are only 20 of the Monongahela men and 30 of the Star men out of work and drawing the strike benefits of \$4 a week.

A Duke's Tumble.

London, Nov. 30.—The Duke of Teck was thrown from his horse yesterday while out hunting near Nantwich, sustaining a concussion of the brain and an injury to his hip. His horse struck a barbed wire fence and pitched the duke violently over his head. The attending physicians report that the duke's injuries are not alarming.

The Government Appeals.

Washington, Nov. 30.—The United States has appealed to the district court of appeals from the decision of Judge Bradley rendered last July in the case of Rear Admiral Sampson, officers and men of the North Atlantic squadron in the battle off Santiago against the Infanta Maria Teresa and other vessels for prize money. Judge Bradley held that the Infanta Maria Teresa and her guns and ammunition should be condemned and forfeited to the United States as lawful prize, and that Admiral Sampson and his officers and men should receive and share in the prize money.