Ohio: Slightly warmer,

light, variable winds, gener-

qlly fair Monday; warme

Nov. 29, 1891.

00000000000

and fair Tuesday.

A CHANGE IS NEEDED.

New Rules Required to Prevent Fouling in Amateur Pedestrian Contests.

THE OPINION OF W. B. CURTIS.

Jimmy Carroll Talks About His Coming Battle With Billy Myer and the Latter's Chances.

STAGG AND HIS YALE ENGAGEMENT.

A Turf Prize That Will Be Worth About \$100,000-

General Sporting News of the Day. SPECIAL TELEGRAMS TO THE DISPATOR.

NEW YORK, Nov. 29.-The attributed death of young Max Clark, the New Jersey Athletic Club's sprinter, to injuries received in a fall at the summer games of the Pastime Athletic Club on June 6, has drawn attention to the frequent fouling inseparable from small tracks. The winter athletic season is now on, and the cinder and clay tracks will be exchanged for the board flooring of the armories. These armory tracks range from 10 to 16 laps to the mile, and when a dozen or more eager runners come tearing around the unguarded, slippery turns, all bunched, Dixon is a little bit afraid to cross the ocean it is seldom that a general fouling is averted and one or more of the sprinters escapes a dangerous fall. At the joint games of the American Athletic Club and the Seventyfirst Regiment at the atter's armory, in the spring of 1800, 16 fours were claimed, and double that number of runners and been sent crashing to the floor. A general row prose through these fouls, and it wound up

Outside of young Clark's case, nothing more serious has ever been reported than sprained ankles, contused knees and elbows, or a spiking. But Dr. Vernoov, the physician who attended the unfortunate Clark, is

whose reckless daring through rucks and around turns makes the percentage of accileats higher than it should be. Clark him elf was one of the class who took great hances in getting through and around their fields, regardless of everything but that of working to the front. One of the most rominent runners of the New Jersey Athctic Club has for years made it a practice to reach out his arms going around a turn, and simply sweep the other contestants from is path. He has been disqualified many imes for this flagrant and dangerous foulng, but repeats it at the very next games. some penalty should be embodied in the athletic rules which would put a stop to ntentional fouling.
William B. Curtis, when seen yesterday,

said: "I do not know of any way to stop the fouling except a prohibition against games on these small tracks, and that could or of men in a heat might do some good, but clubs and regiments make a specialty

ang enormous entry lists for the ose of attracting patronage, and, inci-ntally, getting the large entrance fees. wide enough for four abreast some thing is bound to smash. I would suggest these armory games the events be made limited handicaps. This would inwould not be four times too many runners

What Mr. Curtis Thinks.

Mr. Curtis did not think a law could be framed to penalize athletes who make a practice of reckless running and fouling, at ust, not to be enforced satisfactorily. hought clubs should reject the entries of runners that are known to indulge in the prehensible practice. Mr. Curtis added the excitement of the athletes in a sprint, when everybody is endeavoring to get to the front at once. Secretary Sullivan was very decided on

the question of punishing athletes guilty of deliberately fouling. "I would suspend them for six months for the first offense, year thereafter. One thing I notice, and that is, that the average referee is not harsh enough with these athletes who foul. Unless the athlete fouled makes a protest, he reteree does nothing in the matter, although it may have been a flagrant offense Let the referee disqualify every athlete who fouls, whether a protest is made or not. This would soon teach the contestants to be more careful. Too many men are started a these armory and small track affairs, and the clubs and officials are as much to blame at times as the athletes.

PUGILIST CARROLL'S OPINION.

He Says That Billy Myer Is a Dangerous Man to Tackle.

St. Louis, Nov. 29 .- [Special.] The repsentative of THE DISPATCH had a long talk with Jimmie Carrolt, who went into actual training Monday morning last. Carroll wds not in such good spirits as he was when Carroll has turned into a quiet and very thoughtful looking man. It may be that he es not lancy the hard work, and perhaps be is thinking of the contract he has on hand and which must be fluished on December 22 in speaking of the coming fight with Myer,

"I see Myer and Kennedy are trying to make some people believe that I am a great fighter, and that Myer will have a hard fighter, and that Myer will have a hard fight to defeat me. Now, I do not wish the public to be hoodwinked by Myer and his lacker, who seem to be trying to make me the favorite, when they feel in their hearts that I am not in it. I know I am old and am not the man Myer is, and if there is anything in youth being stronger and lasting longer. Myer has the better of the game. Sullivan is a young man when compared to myself, and many say he is not what he was when a young man. Billy Myer himself is something of a fighter, and has won the title of the "cyclone boxer." I have seen him fight, and I guess I know a fighter when I see one. Of course, my friends expect me to do my best, and, if I know myself, I will main to the best of my ability, and it anymoly risks his money on me, I can only hope he may win."

There is some talk of Gibbons, who is stehed to fight Andy Borden, coming to y St. Louis to train. The place is a large e, with ten miles of as pretty shell road as ming quarters are engaged to the Olym-Club at present, but there are plenty of d places hereabouts in which to train. be residents of the place would be glad to c tribbons here, as they think he is sure to ore tribbons here, as they think he is sure to vide up." Andy, and finish him quicker than McAulific did Gibbons.

The weather at this time is poor for outloor work, and it tells greatly on a man in training. The rain has been falling since viiis morning, and the boxers will have to stay indoors.

MORE ABOUT STAGG.

some Interesting Pointers About the Fa-

mous College Football Coach. NEW HAVEN, CONN., Nov. 29.-There is cell-founded rumor in college circles that Alonzo A. Stagg will not go to Chicago to as-nunc charge of the department of athletics the new university of which Prof. Harper A NUMBER of Pitisburgers who went to see the Yale-Princeton game returned home yesterday. They all spoke highly of Yale's team.

Yaie offering him a similar position in his alma mater, and that he will probably accept. The faculty have for some time been considering the prospect of having a special department in athletics, and some unf-form plan of teaching must be adopted be-fore the new gymnasium is opened next fall.

fall.

Stagg's formal acceptance of the offer made by the faculty will determine the course to be pursued. Stagg stands in the highest favor with the corporation, faculty, graduates and undergraduates of the university. His record in athletics during his collegiate career while a member of the academic department and theological schools stands unparalleled. This year he has developed into a football coach to whom Walter Camp surrenders the palm, for here at Yale the success of her team on the football field is attributed to "Stagg's tricks."

Those same tricks he used with an eleven picked from 46 men and scored against Harvard with them.

vard with them.

He held Yale down to 28 points, and would have scored had his team had two minutes more of piay.
Old Yale coaches and the players of this year's team lay all of their laurels at Stagg's feet and to his ingenuity attribute the vic-

tories of the year.

Even Walter Camp admits that it was
Strang who invented most of the tricks and
developed the interference and united team
work done by Yale. work done by Yale.

Stage was offered \$1.800 a year to go to the
new Chicago University, but has stated to
friends that the salary named by Yale is better than this; at Yale, too, he will, if he accepts, be a member of the faculty.

HE MUST COME HERE.

Fred Johnson, the Englishman, Will Have

to Follow Prize Riug Rules. New York, Nov. 29,-[Special.]-A challenge from Fred Johnston, the English feather-weight, to George Dixon, that stated that Johnston would come to America if Dixon would not go to England, has caused and meet the Englishman. Tom O'Rourke, Dixon's manager, replies to the talk from the other side by saying.
"Dixon went to England to fight Nunc

Wallace, the recognized champion in the class, and beat him. Thereby Dixon won the championship of England, and he still holds it, never since having entered into a contest for title or refused to make one. He ame back and beat Cal McCarthy for the championship of America. Everybody knows that, as they also know of his match with Abe Willis. Willis was the acknowledged champion of Australia and Dixon beat him when the match was made for the championship of the world. Who will say that Dixon has not the clearest title, according to the world. cian who attended the unfortunate Clark, is
of the opinion that the knee of any runner
striking a fallen man in the abdomen would
be apt to produce a serious, if not fatal, injury. Clark's death was due to perforation
of the intestines.

Difficult to Get a Remedy.

It would be difficult to hit upon any
remedy which would put an effectual check
to the evil of fouling. While a great many
of the fouls are accidents, the great speed
around a sharp turn causing a runner to lose
control of himself, there are many athletes
whose reckless daring through rucks and to the record, to the world's championship

BIG TURF EVENTS.

The Produce Stakes Expected to Be Worth

Fully \$100,000. NEW YORK, Nov. 29 .- [Special.]-Promptly etary Fellowes is out with the Coney Island Jockey Club's usual winter offers to turfmen, in the shape of valuable stakes to close on January 2, 1892. The Suburban and Faturity are inturally the most interesting of these to the general public, and the Jockey Club, realizing the great in-terest felt in the Suburban has increased the value of the prizes. The Suburban is now a guaranteed stake of \$25,000, with no dead lumber in the shape of bundles of valueless forfelts, and there is likely to be a larger entry than ever this year. Some good horses kast and West are being saved for it, and already rumor mentions Gascon, last year's fine 2-year-old, who did not start this year as a Suburban candidate. Likewise Faithful, a prominent 3-year-old West this falk.

fall.

The Futurity has also been raised in value by increasing the added money to \$17,500. It is confidently expected that this renewal of the great produce stake to be run in 1804 will be worth fully \$100,000. But, then, there are the forfeits. If the Board of Control does not take up the forfeit question this winter it will show itself not up to one of the great will show itself not up to one of the great. not take up the forfeit question this winter it will show itself not up to one of the great questions of the hour in turf circles. Why cannot President Lawrence, the founder of the Futurity, take the initiative himself in this matter of forfeit? Make the fees all cash at time of entry. The entry list might not be so large, but they would be a thousand times more satisfactory and winners? would know turk they was restricted. would know just what they were getting.

LOOKS VERY UNCERTAIN.

Opinion Divided as to Whether or Not Me

Gunnigle, Will Return. There is still considerable doubt existing elative to the manager of the local baseball club for next season. While some of the directors declare that McGunnigle will be here others intimate the contrary. It is understood that the directors told Buckenberger to go ahead and sign players for Pittsburg, and if the Association victimized him for it the Pittsburg club would take care of him. Buckenberger wants to come here, but he does not speck very hopefully of getting

here.

To-day Buckenberger may try and sign Denny Lyons. Before he, Buckenberger, left the city Friday evening he spoke highly of Lyons and also of Raymond, put he preferred the former. He will also try for a

Baseball Notes.

Now that Ehret has been signed the local club looks a deal better. At BUCKENBERGER may try and sign Denny Lyons for the local club. CAPTAIN ANSON is apparently doing nothing to get a team together for Chicago,

MANAGER CHAPMAN is in a terrible rage about the New York club getting Jennings and Taylor In Holliday, Halligan and O'Neil the Cincinnaticulus will have one of the strongest hitting ontfields

THE directors of the local club still maintain that Manager McGunnigle will be kept here.

Within a few days the Cincinnati team for 1892 will be completed. This will be the third club to be ready for for the League campaign.

CHARLEY SMITH, the one time second baseman, is spending this winter about Boston and is trying to catch on with one of the Association clubs. Pop finished the season at Omaha, and if he is unable to do better will no doubt sign to play with Omaha for another season.

ALL Association players are being signed with option contracts, with the 10-day clause stricken out. This, it is claimed makes the contract mutual, and, as Association people claim, must stand in law. Under the contract a man signed must be kept a year unless ruined by indiscretions on his own part. of discover part.

Zimmer, of Cleveland, is playing an indoor game of his own invention. In it the ball is pitched and hit with the bat. The fielders in their regular positions catch the ball, make errors and do everything that the regulation fielder does. There is not a play actually made on the diamond which cannot be duplicated in the game, and, to top it all, the man with the most skill invariably wins.

General Sporting Notes.

THERE are several really good swimmers in this Tife 100-yard swimming handleap will take REFUGE, the son of the famous St. Bernard, Pinisumon, has arrived in this country. THESE international tugs of war are sweeping all over the land. St. Louis is to have one during

A DISPATCH from San Francisco says: Patsy Cardiff, matched to fight Jee McAuliffe December B in the California citth, arrived here to-day in good health and weighing 1.0 pounds in his ciothes. JOE E. RUSSELL, the bridge jumper, has about desprired of getting a match out of Harry Lucerne. He will jump Juck Tyrrell, Steve Brodle, or any of the cracks, from any bridge not under 150 feet in height.

IT is expected that there will be fully 2,000 dogs entered in the World's Fair bench show. The various kennel clubs propose to supplement the already satisfactory premium list by a number of very handsome metals.

Football Notes. THERE is talk of organizing a football team at

THE receipts of the big football games go to the colleges of the teams, THE Fast End Gyms may play one or two games before the year closes. It is highly probable that if the football craze keeps up we will have teams of paid players. CORNELL'S projected visit to Cincinnati is off.
No one would shoulder the required guarantee.

RAILWAY STATISTICS

As Shown in the Annual Report of the Inter-State Commission.

Forty Corporations Operating Half the Systems of the Country.

THE DANGERS TO LIVES OF EMPLOYES

possible by this report show marked dif-terences in the different parts of the country. The principal features of the report follow:

Number of Railway Corporations.

year, disappeared as independent companies.

Forty railway corporations operate 77,\$72.63 miles of line, or 47.51 per cent of total
nuileage. The average length of line for
these 40 roads is nearly 2,000 miles. There
are 74 companies in the United States whose
gross income of all railways in the country
of \$4,651.577,632; that is to say, 74 railway corporations receive 80 per cent of the total
amount paid by the people in the United
states for railway service.

The total number of locomotives in the
United States is 2,328, of which 8,384 are passeng r tocomotives and 16,149 are for freight.
This shows 10 freight locomotives and five
passenger locomotives for each 100 miles of
operated line. The number of cars used on
the railways of the United States is 1,164,138,
of which 26 511 are in the passenger service.

the railways of the United States is 1,164,138, of which 26 511 are in the passenger service. The number of cash per 100 miles of line is 744. The number of tons of freight carried one mile per freight engine is 4,721,627, and the number of passengers carried one mile per passenger engine is 1,413,142. Figures of this sort measure the economy of transportation by rail. The number of locomotives fitted with train brake is 20,162, and the number fitted with automatic couplers 955. The number of cars fitted with train brake is 128,241, and the number of cars fitted with automatic couplers is 114,363. When compared with the total number of locomotives and cars it appears that much remains to be done in the matter of train brakes and automatic couplers.

The total number of men employed on the railways of the United States is 749,301, being an increase of 45,558 over the number employed in 1889. The average number of men employed per 100 miles of line on all roads is 476. In the New England States the average And the New England States the average number per 100 miles of line is 716; in the Middle States it is 1,167; in the States of Virginia, North Carolina, South Carolina and part of West Virginia it is 386; and in various sections of the Western States the number ranges from 250 to 325 per 100 miles of line. These figures indicate the increased density of traffic in the Eastern and Middle States.

The 156,464.06 miles of line which is made the basis of statistics in this report is represented by railway capital to the amount of 89,439,444,172, which is equivalent to 850,481 per mile of line. Assuming that the remaining mileage is capitalized at the same rate, the total capitalization of railway property in the United States would be \$9,584,483,400. The increase in railway capital for the year endtotal capitalization of railway property in the United States would be \$9,894,483,400. The increase in railway capital for the year ending June 30, 1890, over miliway capital for the previous year is \$444.268,798; of this amount \$250,000,000 at least is due to increase in capitalization on lines already in existence. The proportion of railway capital represented by stock is 48.82 per ceat of the total railway capital. The capitalization of railway property is largely in excess of its market value. The number of passengers carried by the railways of the United States during the year was 492,430,865. The number of passenger miles—that is to say, the aggregate number of miles—that is to say, the aggregate number of miles—that is to say, the aggregate journey of 2.06 miles per passenger. Passenger train mileage for the same period was 285,573,804, showing the average number of passengers carried in a train to be 41.

Freight Business for a Year.

Freight Business for a Year. The number of tons of freight carried by he railroads of the United States during the year was 636,441,617; the number of tons carried one mile was 76,907,047,198. This shows the average carried per ton to have been 119.74 miles. Freight train mileage was 455,179,812, showing the average number of tons per train to have been 174.05.

The total number of persons reported by railways as killed during the year was 6.326, and the total number reported as in-jured was 29.634. Of the total number killed 2,451 were employes, 285 passengers and 3,584 were classed as "other persons." In these latter flures are included the large number of suicides. Of the total number injured of suicides. Of the total number in jured 22,390 were employes, 2,444 passengers, besides 4,290 unclassified. If the number of employes killed be assigned to the total number if appears that I death occurs for every 306 men employed on the railways, and I injury occurs for every 33 men employed. The largest number of casualties occur to men engaged directly in handling trains. Thus, while trainmen represent but 18 per cent of the total number of employes, the casualties sustained by them account for 53 per cent of total casualties. A passenger riding continuously at the rate of 30 miles per hour might expect immunity from death by railway accident for 1,700 years, but an engineer, a brakeman or a conductor, under the same conditions, is liable to a fatal accident at the expiration of 40 years. The most common accident to which railway employes are liable results from coupling and uncoupling cars. The total number of casualties that can be traced to this source are 8,210, of which 250 ware feet.

THE WEATHER.

PITTSBURG, Nov. 28.—The United States Weather Bureau officer in this city furnishes the follow-

TEMPERATURE AND RAINFALL. Maximum tem. 28 Range Minimum tem. 21 Precipitation. Meau tem. 24.5

RIVER NEWS AND NOTES.

the Movements of Boats.

PRECIAL TELEGRAMS TO THE DISPATCH.

LOUISVILLE, Nov. 29.—Business duil. Weather rold and cloudy. River rising, with 10 feet 3 unches in the canal. 8 feet on the falls and 20 feet 8 nehes at the foot of the locks. The Rescue and

tow passed here on the way to Pittsburg. De-partures-For New Orleans, Golden Rule: Cincin-nati, Fleetwood; Memphis, Buckeye State.

What Upper Ganges Show.

The News From Below.

WHEELING-River II feet and stationary. De-parted-Ben Hur, Pittsburg: Lizzie Bay, Pitts-burg: Kerstone State, Pittsburg: Courier, Park-ersburg: Congo, Cincinnati, Cloudy and cool. CINCINNATI-River 24 feet 7 inches and rising. Clear and cold.

CINCINNATI-River 24 feet 7 inches and rising. Clear and cold.

MENPHIS—Arrived—Ferd Hevold, St. Louis: Louis Houck and barges passad down. River 3 feet 6 inches and rising. Clear and cold.

Vickselurg—River rising. Clear and cold.

Down—Natcher.

New Onleans—Clear and cold. Arrived—Henry Lourey and barges, St. Louis.

New Onleans—Clear and cold. Arrived—Henry Lourey and barges, St. Louis.

Calino—Arrived—Thealda, New Madrid; Frishle, Plum Point: State of Kansas, St. Louis: New South, Cincinnati; My Cholee, St. Louis: E. M. Norton, St. Louis; City of Savannah, Natchez. Departed—City of New Orleans; Frishle, Rosaca; Golden Rod. Ohlo; Plye, Paducah; Fred Nells, Ohio; State of Kansas, Cincinnati; City of Savannah, St. Louis. River 14 feet and rising. Clear and cold.

PEOPLE WHO COME AND GO.

H. M. Aubrey. Henry Pauly and W. C. Robards, three Texas iron men, put up at the Duquesne yesterday. Texas is a big State and there are many towns in it, but plain Texas is all that appeared on the register. Fred Seaman, a Sheffield iron man is also at the hotel.

George M. Matheson, of New York, President of the American Iron Works at Youngtown, was a passenger on the limited last evening for St. Louis. He says the iron business is much better than it is reported. His plant at Youngstown is well supplied with orders.

Captain G. H. Lampson in charge of inited States fish car No. 2, reached Pitts-ourg last evening from the West. He had in board a lot of bass and cattled taken from

the Quincy river that will be put in the hatcheries at Washington.

J. K. Beeson, of Uniontown, was in the city yesterday on his way home from the Yale-Princeton game. He is a Yale man of '07 and was as chipper as a boy over the recent victory of his alma mater.

C. C. Waite, President of the Hocking

Valley road, and his wife registered at the Anderson yesterday. Mr. Waite came here to consult with the Pennsylvania officials

Marie Wainwright and her leading people

Frank Woog, the hotel man, went East

will spend the week at the Mononga House:

Pittsburgers at the Metropolis

New York, Nov. 29.—[Special.]—The follow-ing Pittsburgers registered at New York hotels to-day: J. A. Bower, Westminster;

S. B. Burns, Union Square; W. H. Childs Hoffman House; A. H. Collins, International

H. B. DeCamp, Grand Union; L. B. Fitzel, Metropolitan; H. Hall, Continental; B. Hanley, Earle's Hotel; B. B. Kerr, Hotel Imperial; E. C. Long, Astor House; J. G. MacConnell, St. James; J. W. Marsh, Astor House; O. Miller, Hotel Normandie; E. G. Stucky, Continental; O. H. Wharton, Marlborough; Mrs. Wilson, Everett House.

THE FIRE RECORD.

A CHIMNEY fire in the house of John Roney, at No. 69 Pride street, caused an alarm from

ox 52 about 10 o'clock resterday morning.

A KETTLE of pitch in the machine depart

inson street, Allegheny, caught fire yester-day morning and ignited some surrounding wood work. An alarm was sent in from box 33 and the blaze was extinguished, the loss being about \$25. nent of the Pittsburg Brass Foundry, Rob

AT Escanaba, Mich., yesterday morning

fire started in the big grain elevator owned by the "Soo" Railroad, which, together with

50,000 bushels of grain, were quickly de-

stroyed. The flames communicated to the flour sheds, docks and coal pits. There were 10,000 barriels of flour in the sheds, and on the docks were 40,000 tons of coal owned by the Lehigh Valley and Pioneer Companies, all of which were destroyed. Losses may exceed \$250,000.

A Large portion of the business section of Tracy, Minn., is in ashes from a

fire which broke out yesterday morning in the Hughes building. The wind was blow-

nate the loss at present.

right shoulder and then cut I hand. Wilson was arrested.

ing a gale. Facilities were inadequate. All the buildings between Third and Fourth

Stabbed a Boy in the Back.

Early yesterday morning Andrew Wil-

on, a baker, stabbed James McClurey, a

oatman aged 18 years, twice in the back

and cut him on the left hand. The wounds

are not of a serious character. Both men

poarded at the house of Mrs. Malley, 46

about the coal business

Wilson, Everett House.

ouisville Items-The Stage of Water and

Nov. 29, 1890.

MICHIGAN AREAD IN NEW ROADS.

WASHINGTON, Nov. 29 .- There will be ssued this week, from the Statistician's office of inter-State Commission, the third annual report on "Statistics of Railways in the United States." The report gives comprehensive statistics covering the operations of railways for the year ending June 30, 1890, and a statement of earnings from passenger and freight service, together with operating expenses and fixed charges for the nine months ending March 31, 1891. A marked feature of this report, which adds greatly to the value of its statistics, is the division of all statistics into ten territorial division of all statistics into ten territorial groups, by which the differences in conditions of operation in various parts of the country are clearly brought to notice. Formerly, all statistics had been massed for the entire country, and the averages deducted have been for all the roads in the United States. The comparisons rendered

The principal features of the report follow.

The railway mileage in the United States
June 30, 1893, was 163,597.05 miles; the increase
brought into operation during the year was
6,030,60. Michigan shows the largest increase
in railway mileage during the year, being
439,08 miles, and Georgia comes next, with
an increase of 437.14 miles. The total length
of track for the United States, including all
tracks, sidings and spurs, is 200,000.67 miles. The number of railway corporations June 30, 1890, was 1,797. Of these 87 are classed as private roads, with a total mileage of 816 niles. Nine hundred and twenty-seven of

these corporations are operating companies and 735 are subsidiary companies—that is to and 735 are subsidiary companies—that is to say, the mileage which they own is leased to other companies for the purpose of operation. Twenty-two companies, representing a mileage of 1,566.10 miles, have been reorganized during the year, and 34 companies, representing a mileage of 1,365.87 miles, have merged their corporate existence into other corporations. Fifty companies, representing a mileage of 6,196.04 miles, have been consolidated with other companies. Thus 8,101.91 miles of line have, during the year, disappeared as independent companies.

The revenue per passenger per mile of line for all the railways in the United States was 2.167 cents; the average cost of carrying one passenger a mile was 1.917 cents. The revenue for carrying a ton of freight one mile was .341 cents; the cost of carrying a ton of freight one mile was .604 cents. The revenue was 341 cents; the cost of carrying a ton of freight one mile was 304 cents. The revenue from a passenger train run one mile on all railways in the United States was \$1.08.04!; the cost of running a passenger train one mile was 80.834 cents. The revenue from a freight train unning one mile was \$1.65.24; the average cost of running a freight train one mile was \$1.05.711. These figures show the margin from which railways must secure their profit in the business of transporting passengers and freight. The revenue per ton per mile and per passenger per mile differs greatly in the various sections of the country. The lowest receipts per ton per mile are in the States of Indiana, Michigan and Ohio. The highest rate of revenue is found on the Pacific slope, it being 1.651 cents. The lowest receipts for carrying a passenger one mile are found in the New England States, being 1.912 cents. The highest receipts for carrying a passenger one mile are found in Louisiana, Texas and New Mexico, being 2.553 cents. These figures represent the average of charges, and not rates on any particular commodity or for any particular trip.

Accidents on Bailroads.

hich 369 wer	ed to this sour refetal.	ce are 8,210, o
Ocea	n Steamship Arr	ivals.
Steamer.	Where From.	Destination.
innesota elgenland ourgogne	Baltimore	London. London. London. Havre

DARK FOR ENGLAND.

vania, West Virginia and The Financial Situation There Is Far From Being Pleasant.

> NO ONE HAS MONEY TO SPEND Now That the American Tourists Have Re-

turned to Their Homes. MORE TROUBLE EXPECTED AT ANY TIME

LONDON, Nov. 29 .- The Herald's corresondent cables as tollows: It cannot be enied that business is in a very bad state here, and there is no prospect of its getting better. Imports and exports alike are falling off. The great staple industries of the country are suffering severely and enterprise seems to be dead. Even the book publishing season is uncommonly dull for the time of year. Nobody has any money to spend now that Americans have gone Consols are only a trifle above 95, and all

of Mr. Goschen's devices cannot push them higher. Lord Salisbury and the President of the Board of Trade have plainly warned the nation during the past week that the commercial future is to be regarded with much anxiety.

Reasons for the Duliness.

No wonder then the people fly from the Stock Exchange and that no more new companies are being brought out. What is the reason of all this? First, the adverse influence of hostile tariffs, which gradually are drawing an iron line round English industries and preventing their development. Next the Baring collapse, which undermined half the city and left the other half afraid to call its soul its own. But there is always the Bank of England in the background. So there is, England in the background. So there is and it is a pity it was ever induced to come into the foreground. Most people now see and admit that it would have been far bet Morgantown—River 5 feet and falling. Snowing. Thermometer 31° at 4 P. M.
BROWNSVILLE—River 6 feet 2 inches and falling.
Snowing. Thermometer 22° at 4 P. M.
WARREN—River 4.9 feet. Cloudy and cold. ter to have let the Barings go than for the Bank of England to have departed from its old traditions and its safe line of business

for the purpose of propping up a private firm, which had been guilty of the greatest imprudence and folly.

It can only be done for a time. "Yes," is the reply I sometimes hear, "but how could the Bank of England, as a Government of the Bering. ment institution, refuse to help the Barings when the Barings had helped it? How was that?" In this way: When Mr. Goschen brought forward his scheme for the con-version of the national debt it was necessary to get the support of the great bank-ers and brokers or it could never have been carried through. A previous Chancellor of the Exchequer had failed to "square" the city. Mr. Goschen did it only by giving commission to the bankers and they in commission to the bankers, and they in turn did everything in their power to force customers to exchange old consols for new. Otherwise the Government must have redeemed them at par.

The First Blow to the Barings. It was necessary to keep up the price about par and this was done about par and this was done by the bankers holding well together. The Barings were conspicuous in this. They bought immense blocks of consols and held them until the first heavy blow fell upon them. This was the notice of the Russian Government of its intentions of the withdrawal of cash balances from their custody. Then the Barings were obliged to sell the consols to the tune of pearly \$5 000 000 consols to the tune of nearly £8,000,000, and of course prices fell. Consols never recovered, neither have the Barings, and now South American stocks are at sixes and the Bank of England must make good its guarantee to the Barings. Of course it

can do that, but its prestige is badly jured.

At this moment another great drain is being quietly and insidiously prepared. The movement has begun in Russia, but will not stop there. According to my information the United States will shortly take a hand in it, and then we shall see some curious things. At present the stock of bullion in the Bank of England cellars is below what it was last year and likely to remain so. The withdrawal of any large sums now must cause a sensation in the city. Amid all this uncertainty American railroads of the better class alone remain unshaken. The market has taken the course I foretold weeks ago. All foreign securities are neglected, and if Englishmen continue to hold their consols it is because they cannot get out of them or there should be a much larger rush for American investments than we see even now.

DIVORCED WHILE YOU WAIT.

It Only Requires Fifty-Seven Seconds Your Time in Texas. GALVESTON, TEX., Nov. 29.-Mrs. Mattie Brooks obtained a divorce from William Brooks in the District Court here vesterday in exactly 57 seconds. The defendant failed to appear, the wife's petition was read and one witness was examined. The time consumed by the proceedings was taken by ex-City Attorney George P. Finley.

A Zulu Princess Stolen in Jersey. NEW YORK, Nov. 29 .- [Special.]-A week ago to-night a comely colored girl of 17. known as "Princess Sara," disappeared from the residence of Mrs. Frederick Dance, from the residence of Mrs. Frederick Dance, in Schraalenburg, N. J., and it is thought a colored admirer named Reuty Dennis has stolen her heart and beguiled her away to married life. When she was 2 years old Mr. and Mrs. Dance, who were then journeying in Zululand, took her away from the scene of a battlefield upon which many hundreds had lost their lives, and her father, together with all his kindred, had been captured by a rival chief, and brought her up as a member of their family. her up as a member of their family.

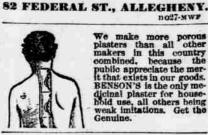
More People Sign the Pledge. John J. Moore, the temperance leader, whose "T.I. G." buttons have attracted considerable attention, was the principal speaker at the meeting of Golden Circle Division, Sons of Temperance, in Moorhead Hall, last night. Twenty-seven persons signed the pledge and had their costs orna-mented with the button. The Golden Cir-cle will have a necktie social in Moorhead Hall this evening.

the buildings between Third and Fourth streets except the State Bank were destroyed. The buildings burned were: R. E. Hughes' general shoe store and residence, J. Hartigan's saloon, H. C. Heine's shoe store, J. Hartigan's saloon, H. C. Heine's shoe store, J. H. Waugh's hotel, Braun's reestaurant, Gibb's Hotel, D. Stafford's hardware store, G. Peterson's tailor shop. O. L. Partridge's general store and J. D. Owen's general store. Several smaller losses are included and a number of families are without homes. Every hotel in the place is gone. There are suspicions of incendiarism, but nothing definite is known. It is impossible to estimate the loss at present. Defending His Client's Secrets. SACRAMENTO, Nov. 29.—Hon. C. N. Fox, ex-Judge of the Supreme Court, has appeared before Judge Catlin in answer to the cita-tion directing him to show cause why he should not be punished for contempt for refusing to answer a question propounded by the Sacramento grand jury as to who had paid him a fee of \$500 for appearing as counpaid him a fee of \$500 for appearing as counsel for J. B. Jones in the inquiry that is being made by a committee of the last Legislature. Fox stated to the Court when the matter came up that he considered he was bound by oath not to answer that question, and that it would be answered by others now under subpoena. He asked for a continuance that he might prepare his answer. Judge Catlin said he did not agree with Fox in his opinion regarding his obligations, but granted him a continuance to next Wednesday. Franklin street, Allegheny, and became involved in a quarrel over some trivial matter. A fight ensued and Wilson drew a good-sized penknife and plunged it twice into the back of McClurey just below the right shoulder and then cut him on the left

Highest of all in Leavening Power.-Latest U. S. Gov't Report.



Is better than cure. The nasty grip is sure to visit us again this winter, and many doc-tors' bills may be saved if proper precau-tions are taken. A pure stimulant is almost certain to ward off the disease, and in the case of aged persons it becomes absolutely necessary at this season. Klein's famous "Silver Age", and "Duquesne" Rye Whiskies are sold under sworn guarantee of purity, the former at \$1 50 and the latter at \$1 25 per full quart. As you value your health use no other. Goods shipped anywhere



NO OTHER LEAVES A DELICATE AND LASTING ODOR For sale by all Drug and Fancy Goods Dealers or it unable to procure this wonderful soap send 25e in stamps and receive a cake by return mail. JAS. S. KIRK & CO., Chicago.

SPECIAL Shandon BellsWaltz (the popular Society Waltz) sent FREE to anyone sending w three wrappers of Shandon Bells Soap. ANTED — Everybody to know that Pickering, the

house furnisher, will sell \$10 worth of goods on credit for \$1 down, and 50 cents a week. PICKERING, corner Tenth street and Penn avenue.

NEW ADVERTISEMENTS. Do not go traveling without a bottle of Salvation Oil. It cures a bruise at once. 25c.

UNCOMMON

We have an abundant stock of finest goods to make to measure.

How many merchant tailors, think you, in this city can say we have over one thousand styles of goods to show you in stock, and not an unreliable quality at any price?

We show you the finest fabrics, the latest styles and the choicest mixtures for everybody, and you can't make a mistake about getting a dependable price. Pay a low price for your clothing made to order, and get the best.

We only expect you to take from us thoroughly satisfactory fit and workmanship.

WANAMAKER

39 SIXTH ST. Hotel Anderson Block.

ANALYTICAL LABORATORY MICROSCOPICAL EXAMINATION

Food products, water, urinary deposits ROOM 804, PENN BUILDING.



This is one of the funny catch phrases in the amusing farce of "Jane." WE have not forgotten the baby; in fact, a visit to our INFANTS' DEPARTMENT (on first floor) will show that we have well provided for that most important member of the household—the BABY.

Infants' Slips, 25c, 38c, 50c, 59c, Infants' Dresses, \$1, \$1.25, \$1.50, \$1.75, \$2, \$2.50 to \$5. Infants' Robes, \$2.50, \$2.75, \$3,

\$3.50 to \$7. Infants' Cambric Skirts, plain and trimmed, 50c, 75c, \$1, \$1.25, \$1.50 to \$3. Infants' Flannel Skirts, plain, 75c,

\$1, \$1.25. Infants' Flannel Skirts, embroidery, \$1.50, \$1.89, \$2, \$2.25, \$2.50, \$3. Infants' Flannel Barrow Coats, 75c, \$1, \$1.50. Infants' Flannel Bands, 25c, 30c,

Infants' Knit Bands, 50c. Infants' Knit Shirts, 25c, 38c, 50c, to 6oc.

Infants' Linen Shirts, 15c, 20c, 25c, to 35c. Infants' Knit Sacques, 25c, 50c, 75c, \$1, \$1.25, \$1.50, \$2. Infants' Flannel Sacques, 50c, 75c,

890, \$1, \$1.25, \$1.50, \$2, \$2.50. Infants' Flannel Shawls, 75c, \$1, \$1.25,\$1.50, \$2,\$2.50, \$3,\$3.75. Infants' Hand-Knit Bootees, 121/2c, 150, 200, 250, 300, 350, 450, socto 6oc. Infants' Kid Shoes, 50c to 75c. Infants' Bibs, 5c, 10c, 12c, 15c, 18c.

Infants' Fine Quilted Bibs, 25c, 3oc,

35c, 38c, 45c, 50c, 65c, 75c, \$1. Infants' Rubber Diapers, 25c. Infants' Rubber Sheeting, 65c. Infants' Silk Caps, 45c, 5oc, 75c, \$1, \$1.25, \$1:50, \$1.69, \$2, \$2.75.

Infants' Cashmere Caps, 50c, 75c, \$1, \$1.50. Infants' Long Cloaks, cream and tan, \$1.75, \$2.25, \$2.75, \$3, \$3.50, \$4 to \$9.50. Infants' Short Coats, \$2, \$2.75, \$3, \$3.98, \$4.50 to \$7.

INFANTS' TOILET GOODS

Infants' Brushes, 25c, 38c, 63c. Infants' Combs, 10c, 15c. Infants' Puffs, 15c, 25c, 35c, 45c, Puff Boxes, 25c, 5oc, 63c, 75c, \$1,

INFANTS' POWDER.

\$1.25 up.

Opaline Powder, 10c. Violette Powder, 20c. Jacque Rose Powder, 20c. Mennen's Talcum, 20c.

INFANTS' TOILET BOXES, (Complete) \$3, \$4.65.

INFANTS' RATTLES,

(Celluloid) 50c.

INFANTS' SOAPS.

Cream of Roses, 17c. Violet Water Soap, 17c. Violet Toilet Soap, 17c. Camelia, 18c.

Lavender Water, 45c, 98c. White Rose, 45c, 98c. Violet Water, 45c, 98c. Florida Water, 25c, 5oc, 56c.

BAILEY'S TEETHING RINGS Ten Cents.

P. S.—Holiday opening on Wednesday, December 2. Dolls, Toys, Games and Christmas Specialties.

STICK TO PRINCIPLE. SPECIAL

NEW ADVERTISE MENTS

STICK FAST.



To the theory that it is better to start in with a low figure than to be compelled to reductions after trying to get a high price. Our Special Sale for this week will distance anything ever attempted in this community.

HOME-MADE OVERCOATS.

Maybe a meaningless term to some people, but it has a world of meaning to others, In the first place these goods are made right here at home by men living in our own community, making and spending their earnings right

Secondly, being made under our own supervision, are made much better than garments made in sweat shops. No matter how low a price we mark on our garments that garment is warranted and sold under our guarantee:

GUARANTEE TO KEEP IN REPAIR FREE OF CHARGE FOR ONE YEAR ANY SUIT OR OVERCOAT COSTING \$10 OR MORE.

\$10, \$12, \$15 or \$18

Will buy choice overcoats made up of Kerseys, Meltons, Cheviots, Chinchillas, Beavers, Diagonals, Yes, an endless variety of styles, all new, fashionable goods made

up for this season. We Also Make Clothing to

Measure. Prices in our Tailoring Department are moderate; within the reach of all; no fancy prices. Suits made to order as low as \$20; Trousers made to order from \$5; Overcoats to measure from \$18. A thousand and one

styles to select from. IN OUR HATS.

We have often told you that most of the best-dressed men in our town wear our hats. Satisfy yourself as to the truth of this assertion. Look into the hats of your friends. You'll find our Star with the name of Jacksons in it. Correct styles and popular prices bring them

MEN'S FURNISHINGS.

This department is filled with the newest novelties in fashion. Our line of Neckwear is superb. Our stock of fine Dress Shirts must be seen to be appreciated. Lowest popular prices in every department. Stick, stick to

Clothiers, Tailors, Hatters and Furnishers. 954 AND 956 LIBERTY ST. STAR CORNER. Mail orders filled promptly.

PETALUMA. GEO. K. STEVENSON & CO.,

SIXTH AVENUE. nol6-MWS