

money, but did not attempt to break open the safe, where the bulk of it was.

Three tramps who were stealing a ride on the brakeman, immediately on realizing what had taken place, fled.

IN PURSUIT OF THE ROBBERS. Shortly after 2 a. m. the sheriff's office was notified of the hold-up and told to send deputies out immediately.

It was originally intended by Mr. Smith to have taken the party out on an engine, but as the necessity for horses became apparent he thought of carrying the animals on a car to Roscoe.

Almost the very second the posse got under way it began to rain. First a fine, drizzling fall which gradually increased as Los Angeles was left behind.

A brisk gallop was kept up from the start. When about three miles out, Deputy Bowler and Detective Smith, who were slightly in advance, overtook two horsemen, who proved to be Mounted Policemen McGuire and Leveitch.

Reinforced, the posse spurred on and soon Officer Leveitch and the Herald man, who had lagged behind, saw the four other riders disappear in the fog.

Three miles on the two derelicts encountered Officer McGuire, whose golden birch appendages lit up the gloom of the fog.

"What's the matter, Mac?" asked Officer Leveitch. "Oh! Will says we may as well go back, as he don't think he will need us."

"Say, young fellow," he continued to the reporter, "the other fellows are about half a mile ahead of you, and you can soon catch them if you go on ahead pretty lively. Follow the big road. You can't get lost."

With these words the officers started for town and the newspaper man after the deputies. He caught up with them after the next three miles, and together they rode into Burbank.

Detective Smith went to the house of Mr. Fawkes, the constable, and rousing that official the party rode to the depot.

After a short stop they pushed on to Roscoe, which is about three miles north of Burbank. Bowler and Smith took the lead, while Cline and the Herald man fell behind.

The rain, which had been falling during nearly all of the ride, increased in volume and a heavy downpour ensued. Cline and his companion took the wrong road and did not reach Roscoe until some time after the other members of the party. Day began to break, and when the two leaders were caught the sun had appeared above the hills.

Roscoe is a little station on the Southern Pacific road. All that is near the track is a little station house and a switch, while within a radius of several miles are about five ranch houses.

It was at Roscoe, about 100 yards south of the station house, that the robbery took place.

The local posse were greeted by quite a formidable crowd at the station. There were present Sheriff Van Buckner of Kings county, Deputy Sheriff Villajos and Constable Lopez of San Fernando, and three tramps, who were able to throw some light upon the robbery.

The names of two of the tramps were James Monahan and W. R. Robinson. The name of the third was not obtained.

These two were upon the held-up train riding the blind baggage. They were on the forward platform of the mail coach, ahead of which was a freight car. With them was a man who is described as having a light mustache and wearing a dark suit of clothes. The latter was the robber who compelled the engineer to stop the train.

The boys frequently talked with their companion during the ride from Los Angeles. One of them remarked that he was beating his way to San Francisco, whereupon the stranger replied that he was in a similar fix. They were ordered off of the train at Burbank, but got on again.

After leaving Burbank it was noticed that the stranger stood on the lower step and appeared to be looking for something. When near Roscoe he saw a bottle, and immediately clambered over the top of the freight car out on the tender and compelled the engineer to bring the train to a standstill. Engineer Stewart and the fireman got down from the cab and stood by the side of the engine, where they were covered by the robber's pistol.

As soon as the train was stopped, the robber was joined by a confederate who came from the side of the track.

side. Here, however, the account stops, as it cannot be learned whether or not the safe was rifled. Certain it is, however, that the robbers got some booty. They intended to ditch the train and were working at the switch, but Engineer Stewart finally prevailed with them to abandon this purpose.

WHISTLING BULLETS. Numerous shots were fired, any one who ventured near the express car being made a target. Robinson and Monahan, the two tramps, started towards the car to find out the cause of the noise, but were greeted with several whistling bullets and made a dash for the bushes.

Several men who were sleeping in a shanty near the hold-up also started towards the train, but some leaden whistlers caused them to stampede.

After securing their booty two of the robbers jumped from the train and started for some bushes about 100 yards east of the stationhouse, where their horses were tied. As they ran past, the two tramps heard one say that \$100 apiece had been secured. The engineer states that there were about four robbers altogether but just what became of the other two has not yet been learned.

On the train were Sheriff Van Buckner and Deputy Sheriff Villajos who immediately got off and started back in pursuit of the robbers. Mr. Van Buckner states that he was in the sleeper and was aroused by some one asking if anybody had a gun about them. The robbers had been sleeping fully ten minutes before he awoke he could do nothing until he reached the next station.

Mr. Van Buckner stated that he endeavored to talk with Conductor Simpson and the express messenger, but they were very excited and he could learn nothing.

After questioning Robinson, Monahan and the third tramp, Detective Smith decided to send the latter to Los Angeles, and accordingly flagged the incoming train from San Francisco and put him aboard. The two others were given transportation to Bakersfield for their services.

ON THE TRACK OF SEVERAL MEN. The posse then turned its attention to trailing the robbers. The tracks of the two horses showed plainly. One was shod and the other unshod, the impression of the front of the latter's hoof leaving a square mark.

The trail struck northeast towards the hills for about a mile. Then it turned off to the right and took the road following the edge of the hills and leading towards Burbank. No difficulty was experienced in following the track, which showed that the horses had been ridden at a gallop. Detective Smith and Sheriff Van Buckner lead the posse, the rest following closely.

At Tropic, five miles from the city, Detective Smith obtained a strong clue to the robbers.

Claude Buchanan a clerk in the post-office, stated that on Saturday night, between 8 and 9 o'clock, he had seen a man ride past towards Burbank, leading another horse. The man seemed to be in quite a hurry and as he did not stop at the store his appearance could not be noted.

The tracks still kept on towards Los Angeles and were followed almost to the river, when they were lost, a drove of sheep having passed over the road, obliterating the impressions of the horses' feet.

After reaching the city Detective Smith and Deputy Bowler obtained a carriage and made farther search for the robbers.

From the investigations made yesterday it is evident that the horsemen were the principals in the robbery. One of them took the horses out in the evening to Roscoe and waited for the train, while the other rode in the train from Los Angeles and when he saw his pal's signal fire proceeded to hold up the engineer. After securing the booty they jumped on the horses and doubled back to the city, which they probably reached at 2 a. m. Their object in choosing Monday night was because they thought that the rain would obliterate the horses' tracks. Fortunately, however, the soil from Roscoe to this city is greater part sand, so the rain did not prove the desired agent in their flight.

Excellent descriptions have been obtained of the men, and it does not seem probable that they can escape capture.

As soon as possible after the robbery occurred, the Southern Pacific officials telegraphed Sheriff Booth of San Bernardino county and asked him to immediately dispatch his bloodhounds.

A special train bearing Deputy Sheriff John C. King and the man-hunters was sent out immediately. The bloodhounds were put upon the trail, but owing to the heavy rain which had fallen several hours previous they did not do so good work as they would otherwise have done.

The Southern Pacific officials took immediate steps to apprehend the robbers, so far as lay in their power. All their detectives, together with those of the city police force, joined in the hunt here in the city, where the robbers were known to have come. Several times were obtained, but up to a late hour last night no arrests had been made. An arrest will probably be made today, as the officers have a good clue to the perpetrators.

Division Superintendent John A. Muir stated last night that less than \$10 was taken by the robbers. As the robbery did not take place on his division, Mr. Muir said he knew but little about it. He did not know how much money was in the express car.

General Manager Fridham of Wells, Fargo & Company's express stated that he knew but little of the affair. He

would not say how much money there was in the express car.

At 3 o'clock yesterday A. N. Towne, second vice-president of the Southern Pacific company, sent the following dispatch from San Francisco:

United States marshals, sheriffs, minor officers of the law and others: Southern Pacific passenger train No. 20, bound for San Francisco, was stopped by two masked men about 12 miles north of Los Angeles, near Burbank station, at 11:30 p. m., December 23, 1893. These men entered the express car, using dynamite to force the door, and robbed Wells, Fargo & Co.'s express of valuable contents. Following is a description of the robbers: One man about 5 feet 9 inches in height, weight about 175 pounds, wore dark-colored cape overcoat with white low-crowned hat, and had light moustache. The other man same height, weight about 160 pounds, wore dark overcoat and low-crowned hat. The robbers mounted horses and left the scene of the robbery in a northeasterly direction, horses apparently ranch horses. In addition to the standing reward offered by Wells, Fargo & Co. in such cases, the Southern Pacific company hereby offers a reward of \$1000 for information that will lead to the arrest and conviction of each or either of the men connected with the above described robbery.

Second Vice-Pres't A. N. Towne.

DANGEROUS DERELICTS. Need of an International Agreement For Their Marking or Removal.

A Washington dispatch announces the resolution of Congressman Cummings providing for an international agreement for the reporting, marking and removal of derelicts in the north Atlantic ocean says:

Secretary Carlisle, in a letter to the committee on the subject, says that the necessity for such an agreement among the governments concerned was emphasized by the international marine conference held in Washington in 1889. He believes the resolution a proper one and recommends its passage. Accompanying his letter are extracts from the report of the commissioner of navigation on the subject.

Commissioner O'Brien in his report especially invites attention to the subject of derelicts and other obstructions to navigation. He refers to it as a matter of international concernment and one of great importance. President Mink of the American Steamship association, in a letter to Mr. O'Brien, says that he is informed that the commissioner is making heroic efforts to get rid of derelicts off the Atlantic coast. He is rejoiced at this, as the members of the association are complaining bitterly that these unlighted and unmarked obstructions. They have been so frequent of late that no captain feels easy in going up or down the coast.

Mr. Mallory says that precious cargoes and still more precious lives are greatly threatened every time a vessel passes between the United States and Europe and along the North American coast, and they are not infrequently destroyed. Charts have done much for the safety of commerce by showing the positions of 332 vessels abandoned on the high seas and by marking the drift tracks of 189 of them. But they have utterly failed, and this is an alarming fact, to show the tracks of 625 derelicts which have been reported. It is another alarming fact that they have tracks and do drift. They are here today, yonder tomorrow. They are a waiting fleet that always hover upon the pathway of commerce. They are more dangerous than a fleet of pirates, because they are vastly more numerous, because they strike even more by night than by day and because they are more merciless when they do strike. To destroy them is the only effective way of dealing with them.

THE MIDWAY IN CALIFORNIA. Many of the Features of the Chicago Show to Be Exhibited at the Midwinter Fair.

The managers of the midwinter international exposition, to be held in San Francisco, are showing much enterprise in their engagements of special attractions. Besides the many exhibitors at Chicago who will remove their displays to San Francisco, arrangements have been made to show the customs and manners of other parts of the world, either not so civilized or boasting of an older civilization.

It is the Midway pleasure which will be drawn upon for these exhibitions, and the street in Cairo and other oriental scenes will be reproduced in Golden Gate park. A German village, a Spanish village, practical representations of quartz mines and a field with ocean fish are also among the features of the scheme. The Chinese display will be especially fine. It will be contained in a building of appropriate design, within which will be a garden of rare Chinese plants. In the center of the garden the grave of Confucius will be reproduced. There will be a theater for Chinese plays by native actors, and booths in which various handicraftsmen will be at work.

The crowning glory of this department will be a pagoda 75 feet high, fashioned after the celebrated domes at Nan-kin, with tiled roof decorated with fantastic carvings and figures of the Labeled Dragon projecting from the angles and dragon flags of blue, red and yellow fluttering from the staffs of decorative designs.

To Deport Consumptives. Since the great majority of the medical fraternity of Massachusetts have recently subscribed to the belief that consumption is a contagious disease, it has been borne in upon many besides those directly interested in consumptive persons through family or other ties that the proposed work of the new Invalid Aid society, one of the latest of Boston's benevolent institutions, is business as well as benevolence. A moment's reflection convinces every one that if a disease whose annual harvest in this country, and especially in this district, dwarfs all the other diseases, including even the epidemics wherever there are such, is communicable, as now appears, then everybody's business, in common self defense, to promote the migration of consumptives and a fund for the deportation of consumptives too poor to travel is a public hygienic precaution.—Boston Transcript.

No Christmas and New Year's table should be without a bottle of the elegant Argosura Bitters, the world renowned appetizer of exquisite flavor. Beware of counterfeits.

USE GILBERT FAMILY SOAP.

WAR IS IMMINENT. The Growing European Crisis Greatly Aggravated by Italy's Condition.

It is the Italian situation which most directly threatens in this growing European crisis. France has shown surprising and most creditable restraint during the past two weeks. Her ambitions purpose has not been misjudged by those who have seen the sinister designs behind her protestations of peace, but she is wise enough to know that the hour for the execution of her plans has not quite come. But if Italy assumes an aggressive part she will play into French hands. France is ready, and with her newly ally at her back will rejoice if one of her adversaries will assume the responsibility of making the attack.

The situation in Italy does not improve. It has become intolerable, and some violent result of the crisis seems inevitable. There is some truth in the statement that the trouble is caused more by moral than material decadence. Patriotism has waned. The country is bankrupt—not because it cannot pay its taxes, but because it will not pay. The reply of the Marquis di Rudini to Premier Giolitti is justified when he says it is useless to impose additional taxes, because they will yield no more than the old ones. The people best able to pay will, the marquis asserts, evade payment with more ingenuity and perseverance.

Giolitti's government recognizes the truth of this observation, and it is this fact which gives color to the reports that the present ministry has been considering a war with France as a desperate remedy for the solution of its dilemma. The people would willingly supply the slender means of war, but they refuse longer to be victims of the thieves in high places, whose guilt is notorious, but who are protected by all the resources of the government and crown. If winter were just ending instead of approaching, it would be a question of days only, in the opinion of many people, when Italy would fire the first gun in the greatest of European wars.

Meantime the crisis is a most embarrassing one for the present rulers of the peninsula. It is difficult to see how the winter can be passed without a crash of some sort. Already the popular discontent is at the point of revolution in some parts of the kingdom. The government continues to pour troops into Sicily, and its newspaper organs virtually admit that the aim is the suppression of sedition rather than the expiration of brigandage, although the latter laudable work is proceeding incidentally. It has been ascertained that the Fasci or associations of revolutionary socialists have a membership of 350,000, embracing all classes in Sicily. Even some regiments are tainted, and severe disciplinary measures have had to be taken against a regiment of artillery at present in the garrison at Palermo. The Sun correspondent says that serious disturbances may occur at any moment.—New York Sun's London Letter.

It went Unpublished. This story is told of the late Dr. Holland, better known as "Timothy Titcomb." During the service of one of the large churches in Springfield, Mass., a heavy electric storm came up, and one of the gentlemen of the choir set out to secure an omnibus to take the ladies home. Among the fair singers was a certain Miss Etta S., and as Dr. Holland was gallantly helping her into the vehicle a terrific clap of thunder startled them, upon which he remarked, "Etta in terror packs home in a bus" (Et in terra pax hominibus). To close this strange tale, it may be well to add that the doctor was not immediately struck by lightning, but died years afterward peacefully in his bed.—San Francisco Argonaut.

Stage Fright. "Did you ever have stage fright?" asked the interviewer. "Once." "When was that?" "When I met some road agents while traveling in the Rocky mountains."—Washington Star.

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Its excellence is due to its presenting in the form most acceptable and pleasant to the taste, the refreshing and truly beneficial properties of a perfect laxative; effectually cleansing the system, dispelling colds, headaches and fevers and permanently curing constipation. It has given satisfaction to millions and met with the approval of the medical profession because it acts on the kidneys, liver and bowels without weakening them and it is perfectly free from every objectionable substance.

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