

WILL DEFENDER WIN?

Herreshoff's Creation Is Now Decidedly the Favorite.

BOTH BOATS MEASURED.

Valkyrie III Will Have to Give a Time Allowance of 29 1-10 Seconds.

BRISK WEATHER PREDICTED.

Opinions of Experts on the Various Chances of the Aspirants for the Cup.

NEW YORK, N. Y., Sept. 6.—All is ready for the battle royal between the Valkyrie III, Great Britain's pride, and the Yankee combination of aluminum and bronze, the Defender, which all patriots hope will keep the cup on this side of the Atlantic one more year.

The final preparations for the first of the international races have been made. Both ships are anchored in the Horseshoe bend for action to-morrow. The veil of mystery which has kept the public in ignorance of the actual dimensions of the competing yachts was raised to-day. Honest John Hyslop, official measurer of the New York Yacht Club, passed his steel tape from bow to stern, from deck to masthead and along boom and bowsprit of both crafts, and the result is that the Valkyrie III allows the Defender 29 1-10 seconds. This is less than yachting sharps have guessed.

The appearance of the Valkyrie and the calculations which have been made credited her with an excess of water-line and sail area over the American boat, which would allow the latter from 1 to 2 minutes over a thirty-mile course. The cutting away of the after body of the Valkyrie and the light steel boom which was recently substituted have undoubtedly given her a saving on load-water line, which reduced the time allowance to less than half a minute. Both boats are less than 80 feet on the load-water line instead of being close to 90 feet and the Valkyrie is two-eighths of a foot longer than the Defender. Her sail area is greater, but the Defender has a boom 116 feet long, while that of the other boat is only 106 feet.

The prospect of seeing the Valkyrie and Defender together before the great race was an attraction which drew crowds to the Erie Basin. They began to arrive at the break of day, many taking in the sight before going to breakfast. The numbers increased, till at 11 o'clock fully 3000 people swarmed about the dock, and during the afternoon it was estimated that 8000 were present at one time. During the day nearly 2000 persons visited the boats. They were of all conditions, and there were many women. Yacht clubs bearing devices showed that the yachting world was well represented, and there was many a bronzed-faced English shipmaster or seaman, who talked yachts as glibly as any freshwater sailor.

Measurer Hyslop arrived before noon, and shortly after 12 o'clock went aboard the Valkyrie. He began the work of measuring just as the tall mast of the Defender was seen over the great storehouse near the entrance to the basin. As the Defender was towed into the basin by the tug Wallace B. Flint the crowd rushed to the end of the neighboring piers, and climbed up the sides of big ships and into their rigging, and surged over into the tugs at the wharves. Small boats crept around from all directions, and then from the crowd of spectators, grouped as for a picture on some festive occasion, a mighty shout went up for the American boat. Captain Haff responded by taking off his cap. Mr. Iselin was at once taken aboard the Defender, and the absence flag, floating from the starboard spreader, was hauled down. As the yachts were brought near together the greater weight of the Valkyrie's spars and rigging was apparent. The Defender's rig was more graceful and trim than her rival's, as her underbody was also. The light-blue paint on her top sides did not show up favorably, however, with the immaculate white of her opponent's, nor did the unbleached color of the ramie-cloth mainsail, in its furk, look as natty as the Defender's white duck.

An inspection of the Defender showed that with her change of booms, gaffs and sails, and the removal of her water tanks and other fixtures dispensed with in the races, she floated pretty light. It was, therefore, decided that she could stand some more ballast, and accordingly about a ton of lead in pigs, which had earlier been placed on the tender, was passed over to her and stowed below. Then the measuring was proceeded with, the sale area being taken last.

Mr. Watson said: "We hope to win, but are prepared to lose," and he looked as though the hope fathered a thought. Mr. Iselin would say nothing of the prospects, but he looked as though satisfied. It was generally believed in yachting circles that the difference in time allowance in favor of the Defender would be as natty as one-half to two minutes, and consequently there was some disappointment when the announcement was made.

eighteen miles an hour. It will come at first from the northeast, shifting to a southeasterly quarter. It is bound to be an on-shore wind. The indications are that the sky will be overcast nearly all day. There may possibly be light showers. It is not likely that there will be any heavy rain.

The hotels are full of people from a distance, and New Yorkers have made an early return from summer resorts in order to witness the struggle for the blue ribbon of the seas.

It is estimated that fully 30,000 persons will witness to-morrow's race.

Table with 2 columns: Measurement and Value. Includes items like Length on load water line, Length from over end of main boom, etc.

WHICH ONE WILL WIN?

An Expert's Review of the Strong Sailing Points of the Defender and Valkyrie.

NEW YORK, N. Y., Sept. 6.—The Tribune to-morrow will publish the following summary of the best characteristics of the Valkyrie III and the Defender. The contrast is made by an expert. Now that the international yacht races are at hand a statement of the possibilities in favor of each boat will aid intelligent interest.

These reasons for victory contrasted are given for the purpose of illustrating the ideas of those who pin their faith to certain beliefs. The grounds upon which success is hoped for here are catalogued as the opinions which are current among yachting men, more or less expert, and they probably set forth the best that can be said for both vessels. Why the Defender should win:

First—A model that is easier in the water. The Defender is several feet narrower than the Valkyrie III, and when going to the windward the sailing is easier, and the water resistance is greater, according to the theory. The model of the Defender is neater, cleaner, more refined than that of the Valkyrie. It is the so far best realization of the traditionally English aims, which, from time beyond the memory of man, have sought to produce a craft that would cleave the water on such scientific and refined lines that she would need a minimum area of canvas to drive her at her best speed. In this way the Defender will undoubtedly be at her best with a minimum of canvas, whereas the Valkyrie, Herreshoff has shown great judgment and skill in producing the Defender as an improvement on the Britannia, which until this year was the best all-round boat in the world. This is more fully explained in the second reason.

Second—Because of less displacement. In giving the Defender the same beam as the Britannia, though apparently not all her ballast, Mr. Herreshoff secured for her a great depth and a great displacement. The Defender, while at the same time he has improved the model under water by largely reducing the bulk of the sunken portion of the hull. As to this point the Valkyrie III is also an improvement on the Britannia in the lessening of the depth of the hull (meaning that the depth of the hull which is not the keel), but not to so great an extent as the Defender. The American representative has a finer middle body than the Valkyrie. It is not sunk so low in the water as the Valkyrie, consequently will not offer so much resistance to it.

If the Defender wins it will be chiefly and perhaps entirely on this point, which is most important, for the Valkyrie is not so lean in this region. The sailing of the two boats has already shown this, and whereas the Defender can go through the water at a great speed and disturb it very little, the Valkyrie leaves a big wave rolling out from her wake. This always means that the water is being disturbed in some way that the best science seeks to avoid, and it always signifies the presence of some obstacle which assists in slowing down the boat's speed. Since her arrival, the sailing of the Valkyrie has already shown, although she has not been pressed to top speed, that the judgment regarding the middle body as expressed by the Tribune was not shown to be in error. It is, therefore, correct. It does not, however, necessarily suggest defeat, as there are other counterbalancing items to be considered, more especially since it is a fact that many wave-rolling yachts have proven winners. But this difference in the hull is not the only one that is declared to be an important advantage for the Defender, no matter what other powers may intervene to nullify the gain here made. If aluminum has been the metal used, it may be taken for granted that the saving of weight in the upper works has been obtained and that the advantage is here gained in comparison with the Valkyrie, whose upper structures are of wood and steel. Part of the advantage here secured seemed to have been indicated in the races with the Vigilant. The Defender is a very quick starter. As soon as her sails are filled she goes like a rocket. She is the quickest starter ever built; far quicker than the Britannia. Here the Defender has quite an advantage over the Valkyrie, which will be valuable so long as there are no breakers. A distinguishing feature is that the Defender is so far to windward and ahead of the Vigilant that the gap thus created is always wide enough to close up in subsequent heavier winds. A distinguishing quality in American yacht-racing has always been the carrying of tremendous head canvas whenever the chance offered. Until lately this has never been the custom in England. On their narrow cutters when reaching or running, the Englishmen carried a balloon foresail and a larger jib topsail, but not until after the Americans had used their enormous areas of balloon jib for certainly twenty-five years did these find favor in England. Even to late on the sailing here of Valkyrie II Cranfield showed that he did not understand or refused the use of the balloon jib at the proper time, and when he did use it he did not trim it rightly nor did he set it rightly. Now, these points are of great importance to the Defender because her people understand all there is to know about the use of the huge American head canvases, and there is at present little ground for supposing that Cranfield

knows much more about them than he did two years ago, and that was not a great deal. In the second (triangular) race with the Vigilant he lost at least three miles by hanging up a miserable, narrow and incompetent English jib topsail when the Vigilant was literally running out of sight with the proper big headsail on her. Of all the advantages which may be catalogued as being probably in the Defender's favor this may come first. It is an undeniable fact that the Americans do "overly" stick it on" when they get the chance, and this has been a necessity in former years, when great beam required much shoving. When it is seen, therefore, that the present Valkyrie is possessed of an American beam the fact becomes apparent that she must be driven through in the American way if she wants to win.

Why Valkyrie III should win. It is a curious fact that the present Valkyrie appears much more to the traditional yachting ideas of Americans than the United States representative. The Valkyrie has all that beampower and initial stability which for forty years have been peculiarly American. Never before has there been such a complete mix up as at present, Watson going over body and bones to the American beam and Herreshoff pursuing the English ideal of slim, scientific treatment. As to the result of the narrow shape of hulls is concerned, the Defender's main reason for winning are English, and so far as broad beam is concerned the Valkyrie's reasons for winning are American. There never has been a time when spente prejudices and loud backing of national types have retarded the progress of those who claim that the Valkyrie should win because of the great sail-carrying power which she develops in her wide beams are merely repeating the American argument of the last forty years and we have yet to learn there is anything wrong with the English type of stands as well to-day as it did in the triumphs of forty years ago. It means the development of what the English call "brute force," when it was opposed to what they the more scientific modeling of their fine drawn hulls. The interaction which has been contemplated in duels fought with bludgeon against rapier. Very good, but the bludgeon always came out on top, and the scientific weakling invariably took a back seat. It will be difficult, then, for some Americans to avoid the idea that the Valkyrie should win because of the English success, but he will be really beating the English at their own game, and at the first try.

In the trial race of August 29 the Valkyrie came down from three or four miles behind and almost caught the two competing yachts. At that time there was no breeze perceptible on the surface of the water, the Valkyrie was passing large schooner yachts that were becalmed. The fact that her lofty spars could reach up into and use high planes of moving air which other boats could only point at was made apparent. In extremely light weather the Valkyrie has a decided advantage, because a rig of this kind will often sneak away slowly in almost a calm and open a gap which cannot afterward be closed when good breezes spring up.

The strength of sails is a point to which the Valkyrie people have given much consideration, and the Defender's sails, which have been made to give her mainsail extraordinary strength, and not only in the material itself. While one is not able at close range to tell where each cloth ends and the other begins it can be seen that extra strength is given by the extra strength of the sail. The Valkyrie has a very thick set of silk on her when she made the peculiar catch up in the race of August 29, and in the upper part at least it filled out to rotundity and moved the yacht, when in apparently the same air all other headsails hung flat and almost useless; and to repeat it, it was the silk that during the light airs that often wins races. The Defender has not so far shown a silk balloon jib, but she may bring it out to-day. At present an advantage on this ground is claimed for the Challenger.

Captain Bush, the skipper of the schooner-yacht Crusader sails on the Vigilant as one of the expert crew, having been formerly an English professional yachtsman. He probably knows the difference between the workings of different crews, and he puts it this way: "The Valkyrie's crew are lifetime yachtsmen. During every season they pass their life on the water. They never stop it, except in winter, and then some go to the Mediterranean racing. Now, it is not to be expected that you can go along this coast and pick up a crew from a fishing village that will learn yachting and do their work like the lifetime men. It's impossible."

Captain Bush is a believer in the probable success of the Defender, it is understood, but he mentions this exception as a drawback to her chances. Coming from one of the very few men who understand the yacht racing of both countries, this opinion is not to be ignored when the Valkyrie's chances are being catalogued. The fact that the Valkyrie steers with a tiller is greatly in her favor. As we approach the period of equinoctial winds the advantage which is claimed for the Valkyrie in her crew's experience of rough weather and reefing may or may not become apparent. Possibly it is entitled to be noticed here. It is the custom, during hard weather in English races to reef the bowsprit and house the topmast. If this becomes necessary in the international races (hardly, certainly, to be expected), the English crew will be at their regular work. But it is doubtful whether the Defender's crew has ever reefed her mainsail, or has even reefed a bowsprit. As to this point the advantage is here catalogued for either boat because their staying abilities seem about equally rapid.

GUESTS OF MR. MACKAY.

Correspondents of "The Call" to Have a Favored Position for Witnessing the Great Race.

NEW YORK, N. Y., Sept. 6.—The special correspondents of the CALL have been invited by John W. Mackay and James Gordon Bennett on board the steamer Mackay-Bennett to-morrow in order to witness the yacht race between the Defender and the Valkyrie. The steamer will be telegraphically connected with the New York office of the Postal Telegraph Company by means of a submarine cable. This will admit of sending specials to THE CALL every minute if necessary to explain the progress of this great international yacht race. THE CALL will therefore be able to supply the public with instantaneous and continuous information in regard to the prospects of the contest and to give the earliest possible announcement of the result.

WILL ASK FOR A PENSION.

Letter-Carriers Have a Bill for Presentation to Congress.

PHILADELPHIA, Pa., Sept. 6.—The consideration of the pension bill was continued at the session of the annual convention of the National Association of Letter-carriers to-day. After each section had been passed separately, the bill was adopted as a whole amid great cheers. Many delegates rushed up to Delegates Hogan of Chicago, who introduced the bill, and congratulated him upon his success. The measure, which will be presented to the next session of Congress, provides for the payment of a pension to all carriers who are injured in the service, and the retirement on half pay after 20 years' service. The money is to be obtained by deducting 2 per cent from the pay of the retired carriers.

An Error of Judgment.

BROOKLYN, N. Y., Sept. 6.—After the examination of witnesses in the court-martial of Captain Sumner, for improperly

CHEATED THE GIBBET.

Suicide of a Man Who Committed Two Murders.

AN AX WAS HIS WEAPON.

Killed His Wife's Father and Brother in a Cowardly Manner.

LURED THEM TO THEIR DEATHS.

When Surrounded by the Angry Avengers the Wretch Sent a Bullet Through His Brain.

SULLIVAN, IND., Sept. 6.—James Ward murdered Aaron Hunter, his father-in-law, and John Hunter, his brother-in-law, near here last night by splitting their heads open with an ax, and committed suicide by shooting when he was surrounded by a posse determined to lynch him. The double murderer lured his victims to their death. A domestic quarrel led to the horrible tragedy.

Last night at 11 o'clock Ward and Aaron Hunter were in town and had apparently patched up a disagreement between them. Ward insisted, however, upon the old man going to the woods for the purpose of hunting coons. While the hunt was in progress and Hunter was sitting on a stump Ward hit him on the head with an ax. His head was split wide open. When Hunter fell Ward struck the prostrate body again and cut off the head. The ax sank into the ground. The murderer then proceeded to kick the head of his victim about. He then went home, awoke his wife and told her to call her brother, as he and the old man had treed a coon, and ask him to come and help feed the tree.

The younger Hunter got up and went out into the yard, when Ward, with a stroke of the ax, felled him to the ground. Young Hunter died almost instantly with his head split open. Ward then told his wife to keep quiet about the whole affair, that if she did not she would suffer the same fate as her father and brother. Ward then went about half a mile down the road and stopped at the Breckels home. He told Mrs. Breckels that he had killed both the Hunters. Before many hours the crime was generally known, and a posse consisting of miners and farmers started on the hunt for Ward, armed with various weapons.

Ward had two revolvers, and this fact was known by his pursuers. The posse became enraged, and when the old man's body was found the mob became more determined than ever to hang Ward if caught. Just as the posse had located Ward and surrounded the field in which he had been hiding a single shot was heard. The posse closed in on the spot whence the sound had come and found Ward on his back on the ground with a revolver in one hand and a bullet wound under the left ear. He was dead.

MURDER OF MISSIONARIES.

Dr. Reid of Shanghai Complains of Minister Denby's Tardiness.

Had the Representative of Uncle Sam Acted Promptly the Outrages Would Have Ceased.

LEXINGTON, Ky., Sept. 6.—A vigorous letter relative to the recent outrages on missionaries at Kuehng, China, was received to-day by E. P. Pearce, president of the Kentucky Wesleyan College, Winchester, from Dr. C. F. Reid of Shanghai, who is presiding elder of the Methodist Church in that district and an American citizen. Writing of the massacre he says: "Had our Minister acted promptly and adequately in the first case the second would probably not have occurred, and we should have been spared the spectacle of eight young and consecrated women being dragged from their beds and brutally massacred, helpless infants hacked to death and a faithful servant of God burned to death in his bed. I wish I could put my copy in the hands of every editor, every Congressman and every other man who has any interest in the welfare of the church or the honor of his country. We don't seek revenge, but we do ask for justice and the protection which every American has the right to demand. Foreigners in China are unanimous in the belief that a little prompt and vigorous action would at once put an end to these things. We have lost all hope of help from the legation in Peking and now appeal directly to Washington."

LYNCHING IN TENNESSEE.

A Brutal Negro Taken From Jail and Hanged.

NASHVILLE, TENN., Sept. 6.—White Charles Jones, a highly respected citizen of Lincoln County, was in Fayetteville on Monday night when he was seized by a mob and taken to the jail. He was held there until the following day, when he was taken to a place where he was hanged. The mob consisted of about 200 men, and they were armed with revolvers and shotguns. The hanging took place at about 10 o'clock at night. The body was left hanging until the following morning, when it was taken down and buried.

FRAKER IS IDENTIFIED.

No Longer Any Doubt That the Insured Man Lives.

RICHMOND, Mo., Sept. 6.—The county jail at this place was visited yesterday by many old friends and acquaintances of Dr. George W. Fraker, who is under arrest for swindling life insurance companies. There is not the slightest doubt of his identity. He was recognized by over a dozen prominent people, whose acquaintance extended over a period of ten years. Between five and six hundred people were admitted to the jail during the day, and he talked freely and pleasantly with them. He was called to see him he thanked them. No arrangements have yet been made for his preliminary hearing. Several of Dr. Fraker's friends here and at Excelsior Springs are making an effort to secure his release on bail, but it is not believed their efforts will be successful.

COMING WITH ONE ENGINE.

An Accident Said to Have Delayed the Normannia.

NEW YORK, N. Y., Sept. 6.—Samuel Morrill, the captain of the immigrant transport steamer George Starr, which took a party down the bay this morning to meet the incoming Hamburg-American steamer Normannia, reports that the Lucania brought news of having passed the Normannia on the 4th inst. on the eastern edge of the banks, broken down and proceeding to port under one engine.

The vessel left Hamburg on August 30 and was due at this port this morning. Her cabin and steerage quarters are filled with returning tourists. The officers of the Normannia reported that they sighted the Lucania on Wednesday afternoon, when her captain signaled that the port engine was disabled and that they were using the starboard engine. He expected to make port to-day.

CAUGHT IN A STORM.

Thrilling Experience of Passengers on a River Yacht.

CLINTON, Iowa, Sept. 6.—The steamer boat Verne Swain, running between here and Davenport, was caught in the storm last night and nearly went to the bottom. The wind was terrific and the lightning was expected momentarily to strike the boat, which is a large packet, and the passengers were completely panic-stricken, running wildly about and expecting to be drowned. The vessel at last drifted toward some rocks, and the mate, Stephen Church, went out alone in a small boat to cast the anchor in hopes of saving her. His boat capsized and he was drowned in full view of the crew and passengers. The boat went on the rocks and narrowly escaped being wrecked. She was gotten off to-day with some bad injuries.

PAWNEE BILLS SHOW WRECKED.

An Accident on the Rail in Which Six Men Were Injured.

PINE BLUFF, Ark., Sept. 6.—The train of Pawnee Bill's Wild West show was crashed into at this place this morning by a car which was uncoupled and ran down a steep grade. The injured are: John Ross, trainman, foot crushed; John McLean, trainman, back badly injured; Mike Ryan, shoulder dislocated; Frank Smith, hip and feet injured; John Beans, Arab acrobat, ankle sprained.

An Indian, whose name could not be learned, was also badly injured. The wounds of the injured were attended to and the train pulled out for Little Rock. The most serious accident occurred on Greenmount avenue, near North. The quantity of water that dashed down the surrounding inclines soon overflowed the sewer and caused it to cave in. The overflow flooded the cellars of 1812, 1814 and 1816 Greenmount avenue. The rushing torrent undermined the foundations and the buildings collapsed, the occupants thereof barely escaping with their lives. The material and furniture was carried away piecemeal by the angry waters, and to-night a big yawning hole in the ground marks the place where the three dwellings stood. A frame house at 1822 Greenmount avenue was also badly wrecked.

ARMED MEN ON A TRAIN.

They Were Looking for Desperadoes Who Did Not Appear.

FORT WORTH, Tex., Sept. 6.—The Fort Worth and Denver train this afternoon brought in a lot of heavily armed rangers and deputy sheriffs headed by Captain W. J. Macdonald of the rangers and Sheriff Coffey of Hardeman County. The party went out on the northbound Rock Island train to-night to prevent an expected hold-up on that road by the noted Christian gang, who murdered a deputy marshal near Guthrie several days ago, and who is now believed to be in Texas. The railroad officials are reticent about the affair, but it is believed that some definite information of the immediate plans of the gang have been received.

TOPICS OF THE DOCTORS.

Interesting Papers Before the Medico-Legal Congress.

Statistics Show That Those in Higher Walks Mostly Use Antimony for Poison.

NEW YORK, N. Y., Sept. 6.—The third day's session of the Medico-Legal Congress began this morning. The Hon. Rastus S. Ransom presided. The business began by the reading of a paper on "The Brutality of Capital Punishment" by Gustav Boehm. In the absence of Mr. Boehm the paper was read by Clark Bell.

Mrs. C. L. Morehouse of New York read a paper on "Compulsory Vaccination and Its Errors." She said that when our forefathers fought for the liberty of this country they did not imagine their descendants would be subject to the tyranny of compulsory vaccination.

The subject of chemistry was then reached and Professor Doremus read an interesting paper on milk adulteration. Then Professor Doremus read an interesting paper on "Two remarkable cases of chronic antimonial poisoning." He dwelt with the case of Rev. G. J. Vosburg, pastor of the Baptist church, Bergen, Jersey City, charged with attempting to poison his wife with antimony, and the case of Dr. Henry Meyer, who was tried for poisoning Ludwig Brandt with antimony. Vosburg was acquitted and Dr. Meyer was convicted.

Dr. Doremus gave a minute history of the trials of Vosburg and Meyer, both of which were celebrated cases, and especially the latter one. He said that antimonial poisoning, as the records showed, was resorted to by people in the better walks of life.

Albert Bach, in the discussion which followed Dr. Doremus' paper, as a lawyer denounced the system of paying the public prosecutor by the convictions secured. Dr. Paul Gibier spoke on "What May Be the Part of Bacteriology in Forensic Medicine."

Clarkson Names Allison.

PITTSBURG, Pa., Sept. 6.—General James S. Clarkson, the Iowa member of the Republican National Committee, stopped over in Pittsburg to attend to some private business to-day. Mr. Clarkson, of course, believes that Senator Allison of Iowa is the logical candidate of the Republican party for President. He said that McKinley was formerly his favorite, but he was recognized by over a dozen prominent people, whose acquaintance extended over a period of ten years. Between five and six hundred people were admitted to the jail during the day, and he talked freely and pleasantly with them. He was called to see him he thanked them. No arrangements have yet been made for his preliminary hearing. Several of Dr. Fraker's friends here and at Excelsior Springs are making an effort to secure his release on bail, but it is not believed their efforts will be successful.

HELD UP BY A BOY.

A High School Youth of Los Angeles Turns Outlaw.

VADIM DEMENS' CRIMES.

The Bold Cucamonga Robber a Son of an Angels City Capitalist.

CAPTURED THROUGH STRATEGY.

Full Confession Made When Placed Behind the Bars at San Bernardino.

SAN BERNARDINO, CAL., Sept. 6.—A Los Angeles High School boy, 18 years old, began a career as a highwayman last Saturday at the west end of this county, and ended it to-day behind the bars of the County Jail. His name is Vadim Demens. He is 6 feet 2, an athlete and the star player of the Los Angeles High School football team. His father is worth a half million dollars. He was for many years second vice-president and general manager of the Orange Belt Railway in Florida, owned by the Drexels of New York. Fear of the yellow fever drove him to Southern California a few years ago and he got rich in real estate.

The boy is wild and had come under his father's displeasure. School closed the first week in June and he was sent to work on his father's fruit ranch at North Cucamonga in this county. He kept at it until last week, when he was seized by a desire to visit Florida and determined to get the money to travel on by robbery.

Saturday night, having stolen a revolver, young Demens held up D. Kilgore, the Santa Fe agent at North Cucamonga. The agent was called to the door of his office about 9:30 o'clock, and as he opened the door and stepped outside he was confronted by Demens, who, holding a big revolver at the agent's head, ordered him to throw up his hands. Kilgore was so badly frightened that instead of doing so he turned and ran, meantime yelling at the top of his voice. Demens fired as the agent turned, the bullet whizzing past Kilgore's head and going through a window. The robber himself was frightened and he cutury and disappeared in the darkness.

Tuesday morning Demens held up a grocery-store at Loamona, a village four miles from this scene of his former operation. The storekeeper, William Johns, was awakened about 6 o'clock by some one pounding at the back door of his store and calling upon him to get up and sell some groceries. Johns at once got up, and after hastily dressing went to the back door and opened it, to be confronted by a tall man wearing a mask and holding a revolver almost against the grocery-man's face. The order was given for him to throw up his hands, and at the same time a shot was fired, the bullet passing so close to John's face that the powder burned it. But instead of throwing up his hands John fell forward and Demens grappled with him, beating him over the head with the revolver and inflicting some very serious injuries. Again he was frightened away, and left without booty.

By as clever a strategy as has been performed in Southern California for some time, Fred Pourade of this city, a special officer of the Santa Fe, ran Demens down in Los Angeles and secured the revolver, the clothing, hat and mask which the young desperado had worn during the hold-ups.

Late this afternoon Demens made a full confession to the District Attorney. He hopes to get off with a sentence to the Reform School. After his arrest he sent the following message to his father:

My Dear Father: I have done a great wrong. I suppose you have heard about the hold-ups in Cucamonga and Loamona. I am Vadim Demens. Why did I have a quarrel with you? I do not care what becomes of me. It is the shame on all you folks. Why did I not behave myself? Come immediately to San Bernardino. VADM.

MARYSVILLE BONDS SOLD.

Work on the New Sewerage System to Commence at Once.

MARYSVILLE, CAL., Sept. 6.—The bonds of the city of Marysville, voted at the special election held on the 18th of June last, were sold to San Francisco parties last night. The bonds are for \$40,000, bear interest at 5 per cent, and are payable in ten equal yearly installments, commencing with November 1, 1896. The money is to be used in the extension and improvement of the sewerage system of the city, and in filling the slough. The City Council will meet to-morrow night, close up with the contractors, and preparations for actual work will commence at once.

For an Improved Water Supply.

SANTA BARBARA, CAL., Sept. 6.—The City Council to-day decided to act with the Board of Trade in investigating the best method of furnishing Santa Barbara with an ample and permanent water supply. To this end it appointed a committee of three to take such measures as it may see fit in regard to the matter, subject to the orders of the joint committee of the Council and Board of Trade. On this executive committee Mayor Holloway appointed E. S. Sheffield, cashier of the First National Bank; Councilman N. D. Smith and City Engineer J. K. Harrington.

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