

LATEST NEWS OF THE WORLD BY TELEGRAPH AND CABLE { CONTINUED ON PAGES 6 AND 11

FITZSIMMONS WAS EASY GAME

Jeffries Knocks Him Out in the Eleventh Round.

THE BATTLE DESCRIBED

The Champion Meets With More than His Match in the Californian—A Plucky Fight, but Youth and Superior Weight Wrest the Championship From Corbett's Conqueror—First Blood and First Knock Down For Jeffries.

(By Telegraph to Virginian-Pilot.)

New York, June 9.—James J. Jeffries, another sturdy young giant, has come out of the West to whip champion pugilists. At the arena of the Coney Island Athletic Club to-night he defeated Robert Fitzsimmons, world's champion in two classes—middle weight and heavy weight—in eleven rounds of whirlwind fighting. He came to the ring a rank outsider and left it the acknowledged master of the man he defeated. He was never at any time in serious danger and after the size-up in the earlier rounds of the contest took the lead. He had the Australian whipped from the ninth round. It was acknowledged that Jeffries would have an immense advantage in weight, height and age, but the thousands who tipped and backed his opponent to win were sure that he was slow and that he would in that respect be absolutely at the mercy of the past master at the science of fighting that he was to meet.

THE KANGAROO'S EQUAL.

He proved, on the contrary, that he was just as fast as the man he met and beat him down to unconscious defeat in a fair fight. He is a veritable giant in stature and marvelously speedy for his immense size. Less than a year ago he appeared in New York a great, awkward, ungainly boy. To-day he is a lithe, active, trained athlete. The men who prepared him for his fight worked wonders with him. They taught him a nearly perfect defense, improved his foot movement and instructed him in the methods of inflicting punishment. The transition since he appeared last has been little short of miraculous. At 24 he has defeated Robert Fitzsimmons, Tom Sharkey and Peter Jackson, and if he cares for himself he will probably be able to successfully defend the title for many years.

FITZSIMMONS WAS GAME.

The defeated man was just as good as when on the crisp morning on the plain of faraway Nevada he lowered the colors of the peerless Corbett. He was just as active, just as clever, just as tricky, and just as fearless of punishment. He went unflinchingly to his defeat. He was the aggressor even at moments when he was bleeding and unsteady, and when stunned by the blows he received, he reeled instinctively toward his opponent. He was fighting all the time, and punished his opponent, but found him a different opponent than any he had met, and a difficult man to fight.

A GIANT ARM.

Jeffries fought from a crouching attitude that was hard to get at. He held his head low, his back was bent down, and his left arm was extended. He kept jabbing away with the left and found no trouble in landing it. It was there that his superior reach told. That giant arm served as a sort of human fender to ward off danger. He showed an excellent defense, and the ability to use both hands with skill. He is game, too, for he never shrank from his punishment. It was a great fight to watch, and commenced and ended amid scenes of intense excitement. It was all very dramatic.

WITNESSED BY POLICE.

The men fought before a crowd of 9,000 persons, and stood up in a great beam of blinding white light. It was like a thousand calciums, and it showed their great white bodies in strange relief. When the blood came it was of an intense red than usual. There was not a suggestion of interference from the police. Chief Devery occupied a seat by the ring-side, but never entered the ring. When it was all over he sent Captain Kenny in to clear the ring.

There was absolutely no confusion attendant upon the assembling and housing of the big crowd.

THE BETTING LIGHT.

There was very little betting. There was plenty of money ready on both sides, but nobody like the odds. The Jeffries people wanted two for one for their collateral, and the Fitzsimmons people were slow to give it. The great house filled very slowly, and it was after 9 o'clock before the police had to hustle themselves and clear the aisles.

JEFFRIES FIRST TO APPEAR.

Jeffries was the first of the principals to appear. He came through the main entrance and walked the length of the hall at 9:20 to an accompaniment of cheers, while Fitzsimmons, who was accompanied by his Spartan-like wife, gained the building and dressing room by a rear door.

FITZSIMMONS FOLLOWS.

Fitzsimmons' entry to the ring at 10:05 o'clock was made the occasion of a rather theatrical demonstration. Julian was first and then came the fighter. The seconds were next in line, and then came two men bearing a great floral piece that was almost funeral in appearance. It was inscribed: "Good

luck to the champion," but the flowers are wilted now.

Fitzsimmons bowed ceremoniously to Jeffries. Jeffries was next into the arena and, like his opponent, got a demonstrative reception. Fitzsimmons looked lanky and thin, but his skin was clear, his eye bright and his step elastic. He made a great display of American flags at his waist. Jeffries looked sturdy and massive and seemed a little nervous.

THE KANGAROO DOWNED.

Referee Siler looked colorless and ill at ease. There was no trying delay in the ring and the big gong sounded out just as soon as the two men had been presented and gloved. When they squared off Jeffries looked fifty pounds to the good. The opening round was a try-out, pure and simple, and not a single blow of an effective nature was landed. The second round began in a businesslike way, with Jeffries trying his left. Just as the round closed Jeffries downed Fitzsimmons with a hard straight left on the jaw.

THE CHAMPION DAZED.

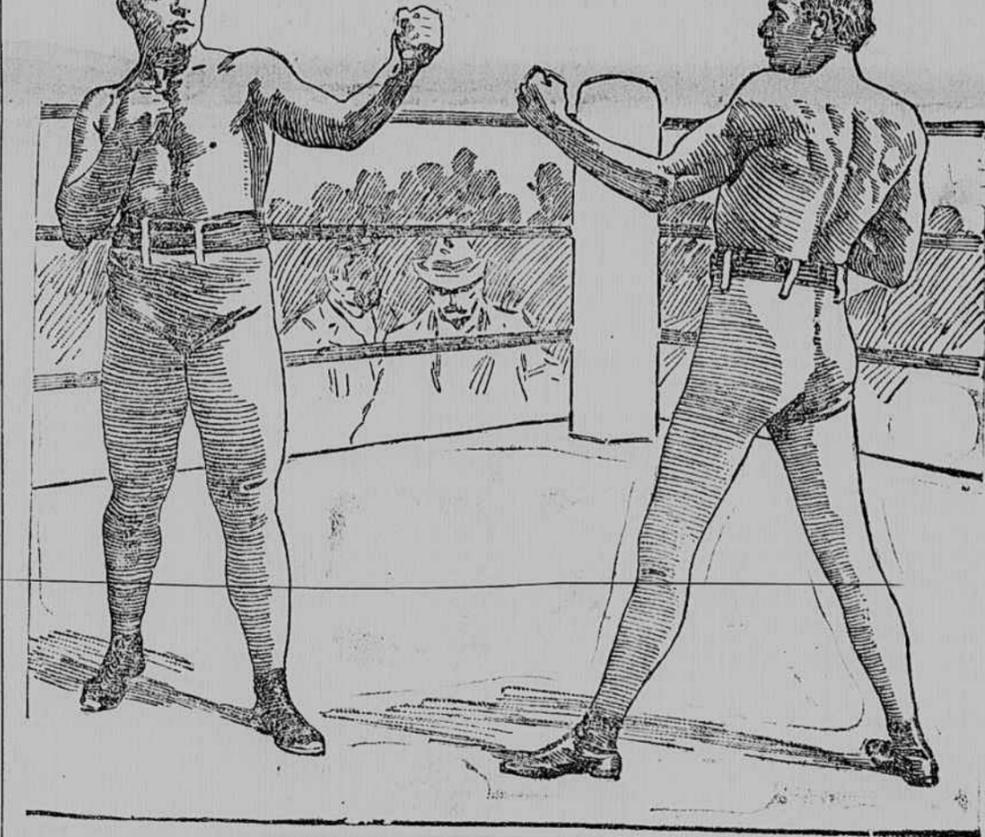
The champion came up slowly in a dazed sort of way and reeled toward his man. The crowd cheered Jeffries on, but the gong ended the round. Fitzsimmons was aggressive again in the third. He was bleeding, but fighting viciously.

Fitzsimmons made his best showing in the fifth. He began the round with a punch that opened Jeffries' left eye and sent a little torrent of blood coursing down his cheek. He forced Jeffries against the ropes, but the Californian slipped away from him.

OLD TRICKS WOULDN'T WORK.

Fitzsimmons was the aggressor in the sixth, and that, too, was his round. He tried all of his tricks with left and right, but was unable to place them right. The seventh might be said to have been Fitzsimmons', but he did no particular damage with his punches.

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FITZSIMMONS AND JEFFRIES IN THE RING.

The eighth saw the beginning of the end, for Fitzsimmons never regained his balance after that round. Jeffries began the round with a straight left on the face that again brought the blood out of his opponent's mouth. The Cornishman staggered against the ropes, but came back for another facer. There was fear in Fitzsimmons' corner and Julian yelled to Fitzsimmons to be careful. Fitzsimmons planted one of his lefts on Jeffries' jaw and jarred him as the round closed.

LIKE A BEATEN MAN.

Fitzsimmons looked like a beaten man. The ninth was all Jeffries. He sent the Australian's head back with a series of lefts, but his right on to the body and avoided any serious punishment. The tenth was in reality where the fight ended. Jeffries rushed his opponent and downed him with a left swing. Fitzsimmons seemed out and there was a moment of the wildest excitement. Julian ran along the side of the ring and sprinkled water on his fallen idol. At the end of seven seconds Fitzsimmons staggered to his feet, only to go down again. He was up again and Jeffries poised himself for the finish. He shot his left to the body and tried for the head with his right. He was calm and collected, but the time was too short. Again did the gong come to the aid of the man who was then going staggering and dazed to certain defeat.

There was a frantic effort to revive the champion of champions, but he was cleanly gone and his seconds could not restore him.

THE FATE-LIKE GONG.

The fate-like gong clang again and the old fighter wobbled out to meet the

(Continued on Sixth Page.)

THE SITUATION IN PARIS

Lieutenant-Colonel Picquart Released From Custody.

WAS ESTERHAZY'S ENEMY

Rigorous Measures Adopted to Preserve Order at Longchamps on Occasion of President Loubet's Visit to the Races—Baron Christiani to Be Tried Before Police Court for Disorderly Conduct at Autoull.

(By Telegraph to Virginian-Pilot.)

Paris, June 9.—At a Cabinet meeting held this morning the Premier, M. Dupuy, and the Minister of War, M. Krantz, announced that General Zurlinden, the military governor of Paris, had adopted rigorous measures to preserve order at Longchamps on Sunday next upon the occasion of President Loubet's visit to that place in order to witness the race for the Grand Prix de Paris.

CITED TO TRIAL.

M. Lemerrier, the magistrate who has been examining the persons arrested at Autoull on Sunday last in connection with the attack upon President Loubet, to-day ordered Baron

ENGLAND AND THE TRANSVAAL

United States May be Asked to Mediate.

KRUGER WOULD OBJECT

President McKinley Will Under No Circumstances Offer His Services—It is Believed that President Kruger, of South African Republic, Would Not Willingly Ask For Services on Account of Jameson Raid.

(By Telegraph to Virginian-Pilot.)

London, June 9.—The Westminster Gazette this afternoon says a rumor is current from a well informed source that it has been proposed in a responsible quarter that the United States mediate between Great Britain and the Transvaal. It is added that the suggestion is being considered, and "it is even not improbable that such mediation may be undertaken."

MCKINLEY'S ATTITUDE.

Washington, D. C., June 9.—Relative to the foregoing statement, it can be stated that the President would, under no circumstances, consent to extend an offer of mediation save upon the request of both parties to the pending dispute.

grants eight feet square and surmounted by a figure of a private soldier at rest, done in Italian marble. On each of the four sides of the monument are appropriate mottoes, the inscription on the south side reading, "In memory of Company I, Fifty-third Virginia Regiment, Armistead's Brigade, Pickett's Division, and their comrades in arms of Pittsylvania county."

A long procession, made up of veterans, officers of the memorial associations, young ladies representing the 13 Confederate States, civic organizations and brass bands, marched through the principal streets of the town and halted at the monument. After prayer and some preliminary exercises, the canvas was removed from the monument by four young ladies appointed to unveil it, while the multitude rent the air with shouts. Hon. John W. Daniel, the senior United States Senator from Virginia, was the orator of the day, and just before the unveiling he was introduced by Col. R. W. Martin and delivered a most eloquent address. A number of entertainments in private and public houses followed the unveiling exercises, and all in all this was the biggest day yet recorded in the history of the town of Chatham.

A NEW COMMISSION.

TO DETERMINE ROUTE FOR CANAL ACROSS Isthmus OF PANAMA.

(By Telegraph to Virginian-Pilot.)

Washington, D. C., June 9.—The President to-day appointed the following commission to determine the most feasible and practical route for a canal across the Isthmus of Panama:

Rear Admiral John G. Walker, U. S. N.; Hon. Samuel Pasco, of Florida; Alfred Noble, C. E., of Illinois; George S. Morrison, C. E., of New York; Colonel Peter C. Hains, U. S. A.; Prof. William H. Burr, of Connecticut; Lieutenant-Colonel Oswald J. Ernst, U. S. A.; Lewis M. Haupt, C. E., of Pennsylvania.

DUTY OF THE COMMISSION.

By the terms of the river and harbor act, under which this commission was appointed, the commission is to examine and investigate all the Isthmian routes and report to Congress upon two or more of them. Congress appropriated \$1,000,000 to defray the expenses of the commission.

TIME FOR WORK.

Admiral Walker, who is at the head of the commission, says that he will call the members together at the earliest practicable moment. The time between now and the meeting of the next Congress is so brief that it is of importance that the work of the commission should begin immediately.

SCHOONER WRECKED.

IT IS FEARED THE CREW WAS DROWNED.

(By Telegraph to Virginian-Pilot.)

Atlantic City, N. J., June 9.—The three-masted schooner George A. Howes, the home port of which vessel is Philadelphia, was found wrecked about 6 o'clock to-night by the life-saving crew of the Barnegat station, two miles off Barnegat. The crew is believed to have been drowned.

The life-saving crew from Barnegat station, as soon as the storm abated, went out to the vessel, which had turned bottom upwards. The schooner was light and was bound for New Bern, N. C., from New York. It is believed that the wrecked schooner was commanded by Captain Beveridge. She was of 150 tons burden, length 93 feet, breadth 27 feet, 4 inches, depth 7 feet. Up to midnight nothing definite had been learned of the crew.

Steam Snag Boat Burned.

(By Telegraph to Virginian-Pilot.)

Savannah, Ga., June 9.—The steam snag boat Toocoa, one of the largest and most powerful boats owned by the Government, was destroyed by fire 128 miles up the Savannah river on Wednesday morning. Captain Garnett and crew arrived here in row boats this morning. The fire is supposed to have originated from spontaneous combustion in the oil hold. Only two batteaux and four cars were saved from the burning craft. The crew narrowly escaped in night clothes. Several men were forced to jump overboard immediately upon being awakened. The loss is total. The craft was worth \$75,000.

World's Visible Supply of Cotton.

(By Telegraph to Virginian-Pilot.)

New Orleans, La., June 9.—Secretary Hester's statement of the world's visible supply of cotton shows a decrease for the week just closed of 70,797 bales, against a decrease of 77,002 bales last year and a decrease of 71,653 bales in 1895.

The total visible is 2,416,612 bales, against 2,521,410 bales last week, 2,797,049 bales last year. Of this the total of American cotton is 2,138,613 bales, against 2,245,410 bales last week and 2,561,049 bales last year, and of all other kinds, including Egypt, Brazil, India, etc., 306,000 bales, against 276,000 bales last week, and 291,000 bales last year.

An Inmate Avenge.

(By Telegraph to Virginian-Pilot.)

Odum, Ga., June 9.—Joe W. Harris shot and instantly killed H. R. Bennett near here to-day. Both are white. Bennett was a well-to-do farmer and church member. Ten days ago it appears Bennett went to the house of Harris in his absence and made improper proposals to his wife. Upon his return home the matter was reported to Harris. The men met this morning and Bennett was shot dead.

Molleneux Released on Bail.

(By Telegraph to Virginian-Pilot.)

New York, June 9.—Roland B. Molleneux was to-day released on \$5,000 bail. He was immediately re-arrested on a warrant charging him with the murder of Katherine J. Adams.

TWO KILLED IN N. & W. WRECK

Freight Train Plunges Into a Washout Near Suffolk.

ENGINEER UNDER ENGINE

The Dead are Engineer Clayton and Fireman Pool, Both of Crew, Va.—Five Cars and Engine Went Down 30 Foot Embankment at Kilby's Mill—Passenger Train Delayed Several Hours.

An empty freight train which left Norfolk at 6 o'clock last evening took a fatal leap into a washout at the Kilby Mill point trestle, two miles beyond Suffolk on the Norfolk and Western railroad about 9 o'clock last night.

The engineer of the train, Walter A. Clayton, and the fireman, W. Pool, were instantly killed in the wreck, and brakeman Wm. Wells, colored, was caught under the cars and may also die. At 1:30 o'clock last night the chief night operator at the Norfolk and Western depot, Mr. Hall, had not heard authentic news as to the condition of the engineer, and the report of the death of the engineer and fireman was not absolutely confirmed. There is no doubt, however, as to its authenticity as it was sent by the road's agent.

The wreck occurred just a short while before the passenger train, due to reach Norfolk at 10:50, got to the trestle, and it was consequently delayed at Kilby. At 3 o'clock this train had not reached Norfolk, but it was stated that it would arrive here about 4 o'clock over the Seaboard Air Line and Belt Line. Soon after the wreck was reported here a special train was sent to the scene to transfer the passengers, but it was found that they could not be gotten across the washout and the preparation for bringing the train in over the Belt Line was then arranged with the Seaboard officials.

When the wreck occurred Conductor Sowers ran to Suffolk and secured the aid of a rescuing party. Owing to the fact that nearly all the wires were out of working order, the news received from the scene of the wreck was meagre. Besides the conductor, engineer and fireman, a brakeman and flagman were on the train. The engine, tender and five of the empty coal-cars went down the embankment, which is at least thirty feet high. The trestle at that point bridges a creek connecting with the Kilby mill-pond. The heavy rain early last night swelled this creek beyond its bounds, and the trestle was undermined. The train was a special sent out from this place. It was made up of empty coal-cars. All the members of the crew reside at Crew. Conductor Sowers is well known in Norfolk, as were Engineer Clayton and Fireman Pool. The extent of the washout is not known, but it is believed from the knowledge of the track and trestle at that point that the track will be put in condition for the resumption of traffic by this evening.

Admiral Kautz Homeward Bound.

(By Telegraph to Virginian-Pilot.)

San Francisco, Cal., June 9.—The steamer Doric, from the Orient via Honolulu, brings advices from the Associated Press correspondent under date of June 2. He says the United States ship Philadelphia arrived there June 1. In an interview Admiral Kautz said that all parties agreed to abide by the decision of the commission of the three powers, and that everything was quiet when he left. The bodies of Lieutenant Lansdale and Ensign Monaghan, the Americans killed in the fighting, are on board the Philadelphia.

Many Passengers Injured.

(By Telegraph to Virginian-Pilot.)

Kansas City, Mo., June 9.—Between forty and forty-five passengers were injured, four perhaps fatally, by the derailment of train No. 4, southbound, on the Kansas City, Pittsburg and Gulf railroad, three miles south of Grandview, Mo., at 9:30 o'clock last night. The injured are residents of Missouri, Kansas and Nebraska.

A Schooner in Collision.

(By Telegraph to Virginian-Pilot.)

Philadelphia, Pa., June 9.—The schooner Robert W. Dazey, hence for Jacksonville, Fla., returned to Wilmington, Del., to-day for repairs, she having been in collision with a tow of barges in Delaware Bay. The Dazey had her headgear damaged.

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