

FEAR OF DEATH

Impels a Criminal to Make Confession

WORDEN, THE TRAINWRECKER

GIVES THE NAMES OF ALL HIS ACCOMPLICES

Intimation Given That the Death Sentence Will Be Commuted to Imprisonment for Life

Associated Press Special Wire

SAN FRANCISCO, Feb. 8.—Salter D. Worden, convicted of wrecking a mail train bearing a guard of United States soldiers, near Sacramento, during the great railroad strike in 1894, and in whose behalf the supreme court of the United States declined to take favorable action on his plea for a new trial, has confessed his crime to Governor Budd with a view to receiving a commutation of the death sentence from the executive of the state.

Worden's confession covers 3700 words and gives the full details of the crime, telling that he, with several others, had been ordered by a committee of strikers to remove the rails near the Yolo bridge, for the purpose of wrecking the train carrying the troops. He gives the names of his accomplices and makes known many details of the work of the strikers heretofore unknown to the general public.

Ex-President Cleveland interested himself in Worden's behalf, out of sympathy for the mother of the convicted man, and Governor Budd determined to probe the matter to the bottom before deciding the case, with the result that Worden made the confession in the presence of the governor, Warden Aull of the Folsom penitentiary and a stenographer.

The confession, which is a long, rambling document, is in Worden's own handwriting, his signature being witnessed by Warden Aull of the Folsom prison, who filed the document with Gov. Budd today. Worden was induced to make the confession by the entreaties of his relatives, aided by the advice of the prison warden. The letter declaring that the confession was voluntarily made, without hope of reward or mitigation of his sentence, but it is said that Worden had reason to believe that the death penalty would not be imposed if his lips were unsealed.

The confession begins by Worden stating that he arrived in Sacramento early in 1894 in search of work. In May of that year a lodge of the American Railway union was organized and he became a member. He was elected as delegate to represent the lodge at the Chicago convention of the order held in June, and was to be paid \$5 a day. He returned to Sacramento on June 26 and found that the strike had been declared. He adds:

"As soon as I changed clothes I at once sought the officers of the lodge to report, and found that the grievance committee, consisting of Knox, Mullin and Compton, were in charge of the strike and there was to be a meeting that evening at which I was to make my report to the convention in matters of law and new constitution, and while so making my report the meeting was adjourned on receiving notice that there was some trouble at the depot. That was the only meeting at which I tried to make my report. It was generally understood, and all seemed to be satisfied to let it go until the strike was ended. In the days after my return to Sacramento I became again a member only and was no longer an officer of the lodge, had no authority (except as an organizer, which was given me by the general secretary while in Chicago), in any way nor had any one else to make my report except the grievance committee, which was composed of the three men already mentioned, Knox being the chairman."

Worden then went to Stockton, Lodi and Lathrop on an organizing tour, but met with poor success. He continues as follows:

"On my return I started for headquarters on Front street and then learned that United States troops had come that morning. The room was full, but Knox and the others were not there. I went back to breakfast at the Tremont house about 8 a. m., then went to Front street again. Found Knox was at the new rooms, corner Second and J streets, and went there and talked for maybe a half hour of my trip to Stockton and coming from Lathrop. I was feeling good then. I talked with several there, probably ten or twelve of them."

Worden throws the blame for the hatching of the train-wrecking plot on Harry Knox, chairman of the grievance committee of the Sacramento lodge, American Railway union, who, he says, gave him all his instructions and deceived him into accompanying the wrecking of the Yolo bridge. He also charges complicity in the plot to Mullin and Compton, the other two members of the committee, who, with Knox, managed the strike on the Sacramento division of the Southern Pacific. Worden's story is that Knox instructed him, as a member of the A. R. U., to procure a team to convey eight men to Davisville, saying that Tom Kelly, another striker, would accompany him "and knew all about it." At the same time Knox gave Worden an order on a Sacramento livery stable for the team. Worden procured the conveyance, and a youth drove them out of Sacramento. In the wagon, besides Worden and the driver, who was merely a livery stable employee, were Tom Kelly, James Dunn, Barrett, and a brakeman whose name Worden cannot recall. He was not present when Barrett was in the party, but thinks he went with the others. Worden declares that all were armed except himself. Hatch directed the driver to take a side road leading to the railroad track. Arriving at the track, all alighted, and Worden says his first suspicions were aroused. The confession goes on:

"What are you going to do?" I asked. "To take up the rails," he said. I stopped still and said I would have nothing to do with it. All surrounded me and Appelman swore he would kill me then and there. They all put their revolvers to my head and said the same had made me swear I would be silent.

FOOLISH FEAR

Of a Jameson Raid on the Klondike

THE YUKON RELIEF SCHEME

A MERE PRETEXT TO TAKE AND KEEP CONTROL

Timid Britons Will Be Pleased With the Action Taken by Canada Concerning Troops

Associated Press Special Wire

LONDON, Feb. 8.—The Star today, under the heading of "Raid on the Klondike," quotes an anonymous American correspondent who recently arrived in England as saying, with reference to the relief expedition to the Klondike that those who are familiar with the facts "know that this cause is as flimsy as Jameson's desire to relieve the women and children at Johannesburg."

Continuing, the anonymous correspondent remarks: "Every American knows this is another Jameson raid and that the Americans intend to keep control of the Klondike. The Klondikers have already announced that the Stars and Stripes will be flying at Dawson City by July 4th. It would please a large body of Americans if the Klondike could be made a pretext for war between England and the United States which would result in the annexation of Canada."

"There is much more in the same strain. KEEP OFF THE GRASS OTTAWA, Feb. 8.—There appears to be a misunderstanding relative to the United States troops accompanying the Yukon relief expedition over the Canadian border. In reply to a query in the Canadian press on the subject, Hon. Clifford Sifton, minister of the interior, said: "The question of the accompanying United States troops has been the subject of negotiations between the two governments. United States troops under arms will not accompany the expedition over the Canadian territory. The question of whether United States troops shall be allowed to be sent over Canadian territory under arms, for the purpose of more expeditiously reaching American territory on the other side of the 141st meridian, is now under consideration."

WILL SOON BE SETTLED WASHINGTON, Feb. 8.—Assistant Secretary of War Melick today, being questioned concerning the above dispatch, said it was true that there had been some confusion of terms as to the convoy which the United States had selected to accompany the Yukon relief expedition, and that the matter was still open. But the Canadian government had assured that the United States troops would be sent across the Canadian border, rather than a Red Cross expedition to distribute relief to all sufferers, without regard to nationality, and he had no doubt that the matter would be easily adjusted without great delay.

A TALE OF TROUBLE SAN FRANCISCO, Feb. 8.—An interesting tale of the tribulations and dangers to which emigrants to the Klondike are exposed is told in a libel filed today in the United States district court by the Portland and Alaska Trading and Transportation company of Portland.

The libelant alleges that it chartered the Bristol for the purpose of transporting passengers to Dawson City from Seattle, it being stipulated that she was to convey and, in case of need, to tow the libelant's steamer Eugene. After several delays, a start was eventually made, but the Bristol, in violation of the charter stipulations, refused to permit each passenger to carry one ton of baggage, and then, instead of steaming through the safer "inner" channel, chose the "outside" route, regardless of the safety of the Eugene. It is alleged that the Bristol put out to open sea in the teeth of a storm, to the distress of the Eugene and her crew and passengers. So grievously was the Eugene tossed and strained that she had to hoist signals of distress and seek shelter in Alert bay, on the coast of Vancouver island.

It being found that the Eugene was unseaworthy, the captain of the Bristol refused to offer his ship to rescue the passengers unless they would sign a release of any cause of action which they might have acquired against the Bristol. After an attention lasting several days, the passengers surrendered and signed the release. The captain then demanded a release from E. B. McFarland, general manager of the company, who personally conducted the expedition. McFarland declined to accede, but the passengers, who had been thwarted and so long detained, were in no mood to parley. Indignation meetings were held and the passengers decided to lynch McFarland unless she signed the required release. He was helped to a determination by a committee of passengers, who presented guns at his breast and fired pistols within an inch of his ears. Under the circumstances, McFarland chose the better part of valor and signed. He now alleges duress and lack of consideration to void the release.

In consideration of all these, the libelant prays for \$21,000 as compensation for the damage suffered.

HAVE HAD ENOUGH VICTORIA, B. C., Feb. 8.—A special from Nanaimo states that the steamer Noyo has arrived there from Skagway. She had twenty-five disgusted passengers aboard, tired of the country after their first experience, and severely denouncing the Klondike rush. The treasurer on board was \$10,000. One of the passengers said that 200 men could do all the work offered at Skagway, and that there were at least 500 men there who had nothing to do but drink and gamble.

When the Noyo passed, the position of the Coronado was more critical than heretofore reported. The Noyo had no communication with the wrecked passengers on Lewis Island.

TROOPS TO KEEP ORDER WASHINGTON, Feb. 8.—At the cabinet meeting today it was decided to send two companies of troops to Dyea and Skagway, Alaska, in accordance

FOOLISH FEAR

Of a Jameson Raid on the Klondike

THE YUKON RELIEF SCHEME

A MERE PRETEXT TO TAKE AND KEEP CONTROL

Timid Britons Will Be Pleased With the Action Taken by Canada Concerning Troops

Associated Press Special Wire

LONDON, Feb. 8.—The Star today, under the heading of "Raid on the Klondike," quotes an anonymous American correspondent who recently arrived in England as saying, with reference to the relief expedition to the Klondike that those who are familiar with the facts "know that this cause is as flimsy as Jameson's desire to relieve the women and children at Johannesburg."

Continuing, the anonymous correspondent remarks: "Every American knows this is another Jameson raid and that the Americans intend to keep control of the Klondike. The Klondikers have already announced that the Stars and Stripes will be flying at Dawson City by July 4th. It would please a large body of Americans if the Klondike could be made a pretext for war between England and the United States which would result in the annexation of Canada."

"There is much more in the same strain. KEEP OFF THE GRASS OTTAWA, Feb. 8.—There appears to be a misunderstanding relative to the United States troops accompanying the Yukon relief expedition over the Canadian border. In reply to a query in the Canadian press on the subject, Hon. Clifford Sifton, minister of the interior, said: "The question of the accompanying United States troops has been the subject of negotiations between the two governments. United States troops under arms will not accompany the expedition over the Canadian territory. The question of whether United States troops shall be allowed to be sent over Canadian territory under arms, for the purpose of more expeditiously reaching American territory on the other side of the 141st meridian, is now under consideration."

WILL SOON BE SETTLED WASHINGTON, Feb. 8.—Assistant Secretary of War Melick today, being questioned concerning the above dispatch, said it was true that there had been some confusion of terms as to the convoy which the United States had selected to accompany the Yukon relief expedition, and that the matter was still open. But the Canadian government had assured that the United States troops would be sent across the Canadian border, rather than a Red Cross expedition to distribute relief to all sufferers, without regard to nationality, and he had no doubt that the matter would be easily adjusted without great delay.

A TALE OF TROUBLE SAN FRANCISCO, Feb. 8.—An interesting tale of the tribulations and dangers to which emigrants to the Klondike are exposed is told in a libel filed today in the United States district court by the Portland and Alaska Trading and Transportation company of Portland.

The libelant alleges that it chartered the Bristol for the purpose of transporting passengers to Dawson City from Seattle, it being stipulated that she was to convey and, in case of need, to tow the libelant's steamer Eugene. After several delays, a start was eventually made, but the Bristol, in violation of the charter stipulations, refused to permit each passenger to carry one ton of baggage, and then, instead of steaming through the safer "inner" channel, chose the "outside" route, regardless of the safety of the Eugene. It is alleged that the Bristol put out to open sea in the teeth of a storm, to the distress of the Eugene and her crew and passengers. So grievously was the Eugene tossed and strained that she had to hoist signals of distress and seek shelter in Alert bay, on the coast of Vancouver island.

It being found that the Eugene was unseaworthy, the captain of the Bristol refused to offer his ship to rescue the passengers unless they would sign a release of any cause of action which they might have acquired against the Bristol. After an attention lasting several days, the passengers surrendered and signed the release. The captain then demanded a release from E. B. McFarland, general manager of the company, who personally conducted the expedition. McFarland declined to accede, but the passengers, who had been thwarted and so long detained, were in no mood to parley. Indignation meetings were held and the passengers decided to lynch McFarland unless she signed the required release. He was helped to a determination by a committee of passengers, who presented guns at his breast and fired pistols within an inch of his ears. Under the circumstances, McFarland chose the better part of valor and signed. He now alleges duress and lack of consideration to void the release.

In consideration of all these, the libelant prays for \$21,000 as compensation for the damage suffered.

HAVE HAD ENOUGH VICTORIA, B. C., Feb. 8.—A special from Nanaimo states that the steamer Noyo has arrived there from Skagway. She had twenty-five disgusted passengers aboard, tired of the country after their first experience, and severely denouncing the Klondike rush. The treasurer on board was \$10,000. One of the passengers said that 200 men could do all the work offered at Skagway, and that there were at least 500 men there who had nothing to do but drink and gamble.

When the Noyo passed, the position of the Coronado was more critical than heretofore reported. The Noyo had no communication with the wrecked passengers on Lewis Island.

TROOPS TO KEEP ORDER WASHINGTON, Feb. 8.—At the cabinet meeting today it was decided to send two companies of troops to Dyea and Skagway, Alaska, in accordance

FOOLISH FEAR

Of a Jameson Raid on the Klondike

THE YUKON RELIEF SCHEME

A MERE PRETEXT TO TAKE AND KEEP CONTROL

Timid Britons Will Be Pleased With the Action Taken by Canada Concerning Troops

Associated Press Special Wire

LONDON, Feb. 8.—The Star today, under the heading of "Raid on the Klondike," quotes an anonymous American correspondent who recently arrived in England as saying, with reference to the relief expedition to the Klondike that those who are familiar with the facts "know that this cause is as flimsy as Jameson's desire to relieve the women and children at Johannesburg."

Continuing, the anonymous correspondent remarks: "Every American knows this is another Jameson raid and that the Americans intend to keep control of the Klondike. The Klondikers have already announced that the Stars and Stripes will be flying at Dawson City by July 4th. It would please a large body of Americans if the Klondike could be made a pretext for war between England and the United States which would result in the annexation of Canada."

"There is much more in the same strain. KEEP OFF THE GRASS OTTAWA, Feb. 8.—There appears to be a misunderstanding relative to the United States troops accompanying the Yukon relief expedition over the Canadian border. In reply to a query in the Canadian press on the subject, Hon. Clifford Sifton, minister of the interior, said: "The question of the accompanying United States troops has been the subject of negotiations between the two governments. United States troops under arms will not accompany the expedition over the Canadian territory. The question of whether United States troops shall be allowed to be sent over Canadian territory under arms, for the purpose of more expeditiously reaching American territory on the other side of the 141st meridian, is now under consideration."

WILL SOON BE SETTLED WASHINGTON, Feb. 8.—Assistant Secretary of War Melick today, being questioned concerning the above dispatch, said it was true that there had been some confusion of terms as to the convoy which the United States had selected to accompany the Yukon relief expedition, and that the matter was still open. But the Canadian government had assured that the United States troops would be sent across the Canadian border, rather than a Red Cross expedition to distribute relief to all sufferers, without regard to nationality, and he had no doubt that the matter would be easily adjusted without great delay.

A TALE OF TROUBLE SAN FRANCISCO, Feb. 8.—An interesting tale of the tribulations and dangers to which emigrants to the Klondike are exposed is told in a libel filed today in the United States district court by the Portland and Alaska Trading and Transportation company of Portland.

The libelant alleges that it chartered the Bristol for the purpose of transporting passengers to Dawson City from Seattle, it being stipulated that she was to convey and, in case of need, to tow the libelant's steamer Eugene. After several delays, a start was eventually made, but the Bristol, in violation of the charter stipulations, refused to permit each passenger to carry one ton of baggage, and then, instead of steaming through the safer "inner" channel, chose the "outside" route, regardless of the safety of the Eugene. It is alleged that the Bristol put out to open sea in the teeth of a storm, to the distress of the Eugene and her crew and passengers. So grievously was the Eugene tossed and strained that she had to hoist signals of distress and seek shelter in Alert bay, on the coast of Vancouver island.

It being found that the Eugene was unseaworthy, the captain of the Bristol refused to offer his ship to rescue the passengers unless they would sign a release of any cause of action which they might have acquired against the Bristol. After an attention lasting several days, the passengers surrendered and signed the release. The captain then demanded a release from E. B. McFarland, general manager of the company, who personally conducted the expedition. McFarland declined to accede, but the passengers, who had been thwarted and so long detained, were in no mood to parley. Indignation meetings were held and the passengers decided to lynch McFarland unless she signed the required release. He was helped to a determination by a committee of passengers, who presented guns at his breast and fired pistols within an inch of his ears. Under the circumstances, McFarland chose the better part of valor and signed. He now alleges duress and lack of consideration to void the release.

In consideration of all these, the libelant prays for \$21,000 as compensation for the damage suffered.

HAVE HAD ENOUGH VICTORIA, B. C., Feb. 8.—A special from Nanaimo states that the steamer Noyo has arrived there from Skagway. She had twenty-five disgusted passengers aboard, tired of the country after their first experience, and severely denouncing the Klondike rush. The treasurer on board was \$10,000. One of the passengers said that 200 men could do all the work offered at Skagway, and that there were at least 500 men there who had nothing to do but drink and gamble.

When the Noyo passed, the position of the Coronado was more critical than heretofore reported. The Noyo had no communication with the wrecked passengers on Lewis Island.

TROOPS TO KEEP ORDER WASHINGTON, Feb. 8.—At the cabinet meeting today it was decided to send two companies of troops to Dyea and Skagway, Alaska, in accordance

VICTORIA'S ADDRESS

ADDRESS

(Continued from Page One.)

and fortifying himself with a glass of water and leaving his hands upon the Opposition, began in plain, conversational tones, as if addressing Lord Kimberley alone. The first announcement which provoked "Hear, hear!" was that before many months he hoped that their efforts in Egypt would result in the capture of Jerusalem.

When the premier reached the question of China there was a murmur of expectancy. The pacific assurances he gave were received with evident approval and relief. The marquis of Salisbury said: "I will not use a word which seems to grate on the nobles' ears, but I may say there is no effort which this country would not make rather than lose our treaty rights. At the same time no one has evinced the slightest intention of abridging those rights."

"In regard to the loan, it is true we suggested as one of the conditions the opening of Tallen Wan as a treaty port. China has made some objections, and finally, as a compromise, I, on the 17th ult., suggested that the matter be left in abeyance until the railway reached Tallen Wan, when it should be opened as a treaty port. Sir Claude MacDonald, the British minister at Peking, replied the next day that China accepted this, and since then I have heard nothing to the contrary. The old question of the loan is still the subject of negotiation."

His lordship added: "I have received spontaneous assurances from the Russian government that any port it opens in China will be open to free commerce." The statement of the marquis of Salisbury may be noted as confirming the views of the Associated Press made under date of February 3d.

Lord Salisbury said the concessions the government has asked in return for the Chinese loans were, without exception, directed toward increasing and freeing the trade with China, and contained nothing injurious to China herself.

"Regarding the immediate opening of Tallen Wan," said his lordship, "the Chinese embassy have informed us that it would embarrass them very much. For reasons it is not necessary to enter into very closely, and for their own personal comfort and well-being, they expressed the desire that we should not insist upon this proposal. Whereupon I replied that the proposal was not essential, though we thought it advantageous, and I suggested, as a compromise, that the opening of Tallen Wan be deferred until the railroad had reached the port."

"It is obvious to any one knowing the country well that the country behind Tallen Wan is practically worthless. No trade could arise until the railroad reached the port. A few days afterward Sir Claude MacDonald reported that the compromise was accepted as a condition of the loan, and since then I have heard no more about Tallen Wan, but I am bound to say I am not very much interested, as I recently received from Russia a written assurance that any port she obtains leave to employ as an outlet for her commerce will be a free port for all the commerce of this country. A free port is much better than a treaty port, and thus, having ascertained that Tallen Wan was to be a free port, it is not surprising that I have not inquired whether it will be a treaty port or not."

"I may say that similar assurances have been made us by the German government respecting the territory it recently occupied. Indeed, the German government went further and was more flattering to us, for the German ambassador told me Germany had concluded our manner of dealing with such things was better than hers, and that, in this instance, at any rate, she intended to imitate our methods. Regarding the loan, I hope in a few days to lay the paper on the table dealing with it, but I warn the noble ear that information will be exceedingly scanty when it appears."

Turning to India, Lord Salisbury declared that the troubles with the Afriids were not due to the occupation of the Chitral nor to fanaticism, but to terror at the approach of civilization. It was only intended to occupy such additional posts on the frontier as competent military authorities deem absolutely necessary. The address was then adopted, after which the house of lords adjourned.

LITTLE LOUISE

Will Not Pay for Damage Done to Arthur's Affairs LEWISTON, Me., Feb. 8.—(Special to The Herald.) Mrs. Louise Dingley Haddley, against whom Arthur Melcher holds an unsatisfied judgment of \$1800 for breach of promise, has returned to her parents' home in Auburn. Today, when the disclosure proceedings brought with a view to satisfying the judgment were called before Commissioner J. W. Mitchell, she sent word through her attorney that she was too ill to appear. The case was postponed until she is able to be brought into court, and meantime an officer will guard the house. Since her return from California she has been dodging officers holding summons, and this latest move is regarded with suspicion.

HABEAS CORPUS

Releases Von der Ahe From the Kidnappers' Clutches PITTSBURGH, Pa., Feb. 8.—Chris Von Der Ahe, the St. Louis baseball magnate arrested at the Allegheny county jail at 8:15 tonight in the custody of Detective Nicholas Bondel, who made the sensational kidnap last night at St. Louis. When the party reached the jail they were met by United States authorities who produced habeas corpus papers issued by Judge Buffington and claims that the treatment of Mr. Von Der Ahe, J. Scott Ferguson, and the other prisoners, had been refused to deliver his man until the United States marshal had given him a receipt. After considerable wrangling this was done, and the gambler took charge of his own coat and vest. He is very indignant at the manner in which he was captured and his subsequent treatment, and says he will fight the case to the end.

Editors' Privileges

WASHINGTON, Feb. 8.—Hereafter editors who are appointed postmasters will be permitted to continue the newspaper work without interference by the post-office department.

EXTRA For EXTRA

2 Days Only AT THE

Great Retiring Sale

of Brown Bros.

Today and Tomorrow we place on sale our \$15 and \$17.50 Imported

Black Clay Worsted Suits FOR

\$9.35

These Suits are the finest imported 22-ounce Black Clay Worsted, and come in round and square cut Sacks; 3 and 4-button Cut-away Frocks and Prince Alberts. They are of the well-known makes of Stein-Bloch Co., Hays, Goldberg & Co. and Michaels, Stern & Co. Every garment in the house is marked down to its actual New York cost, but our \$9.35 Special is for 2 days only.

For Bargains in Children's Clothes come to us . . .

BROWN BROS.

Retiring Clothiers

..249-251 South Spring Street..

SHOWED UNDUE HASTE

operation on Besieff, whose death occurred at Laurelville on Saturday, was brought to Logan yesterday by Marshal George Martin of Laurelville and lodged in jail to escape danger of a lynching.

MINISTER THOMAS

Very Cordially Received by Oscar of Sweden

STOCKHOLM, Feb. 8.—William Thomas, the new American minister to Sweden and Norway, was received in special audience today by King Oscar, for the purpose of presenting his credentials. This is the third time Mr. Thomas has represented the United States as minister at the Swedish court. At noon Mr. Thomas was welcomed upon at his hotel by the grand master of ceremonies of the court, Count Bonde, in full uniform. Accompanied by Count Bonde, Minister Thomas was conveyed to the royal palace in the king's private carriage. This magnificent equipage was drawn by four equally caparisoned horses. In advance galloped an outrider.

Minister Thomas was received by King Oscar with great cordiality. He presented his credentials with a brief speech.

King Oscar, in replying, expressed his pleasure at receiving the "kindly greetings of the president and people of the United States." He also said it was his earnest desire to maintain and draw even more closely the ties of friendship which have always bound together the United Kingdom and the United States.

SCALPED TICKETS

Seem to Have Some Standing in the Courts

SAN FRANCISCO, Feb. 8.—The damage suit instituted by Peter D. Peterson against F. E. O'Connor, general ticket agent of the Oregon Railway and Navigation company in this city, resulted in a verdict in favor of plaintiff in the sum of \$600 and costs. The verdict is of importance to transportation companies, as it involves the legality of ticket scalping. The facts of the case are as follows: In return for certain advertisements the R. & N. company issued to C. F. Church a ticket for transportation. Church disposed of it to Ottinger's ticket agency in this city, where it was bought by Peterson. Peterson was accused of the court holding that when Church disposed of his ticket he also disposed of his right to sign his name thereto. Hence Peterson was guilty of no forgery. Peterson then sued for damages to the amount of \$25,000 for false imprisonment.

Will Be Here Friday

A telegram was last night received by Nathan Cole from Hon. Charles A. Towns at New Orleans, saying that he had started for Los Angeles, and would arrive here on the Sunset limited Friday afternoon. He will be met at the depot and taken in charge by the committee who will look after the entertainment of the silver champion, during his stay in the city.

Saved From Lynching

LOGAN, O., Feb. 8.—Dr. S. H. Samson, who is accused of performing a criminal