

o'clock this morning for the murder of Miss Wallberga Fleiner and Vinanzi Crosetti on August 9, 1896. While the murderer's neck was broken by the drop of six feet, life was not pronounced extinct until 13 minutes later. Allender was exceedingly nervous and when the noose was adjusted, tottered to such an extent that it was necessary to support him. He made no statement. The execution was witnessed by about 35 newspaper men and doctors.

Denver, Col., Dec. 10.—A special from El Paso, Texas, says:

Meagre particulars were received in this city late last night from San Samon, a small station just east of Wilcox, Arizona, on the Southern Pacific, of a train hold-up. The Sunset limited had just left Steins pass, New Mexico, near the Arizona line, when the engineer noticed a danger signal and immediately applied the air brakes. When the train stopped, five men stepped out from hiding places near the track, all heavily armed. One covered the engineer and fireman with his Winchester while the others gave their attention to the train proper, more especially of the express car, firing their guns in the air and otherwise frightening the passengers.

At this point the guards in the express car took a hand in the fusillade. Thirty or forty shots are said to have been fired by both sides. One Wells Fargo guard, Jennings by name, stated he killed Edward Cullen, who was nearest to his car, and who was evidently the leader, for as soon as the other robbers noticed his body lying on the ground, they lost courage and made a break for their horses, but another bullet from Jennings's Winchester evidently struck one of the fleeing robbers, as he was seen to fall and was assisted out of range by his comrades.

No express money was stolen, and none of the passengers were hurt.

Deming, N. M., Dec. 10.—In an attempt to hold up the westbound Southern Pacific passenger train at Stein's Pass, ninety miles west of this place, at nine o'clock last night, one of the notorious "Black-Jack" gang of border bandits was shot and killed by Express Guard Jennings. Previous to the arrival of the train, four bandits rode into the station and held up and robbed Agent St. John and Section Foreman McMullen, and at the same time cut all wires so no warning could be given when the train pulled into the station. The robbers attacked the express car and ordered Messenger Jennings to surrender which he apparently did. In the car were Express Guards Thatcher and Jennings and when the first of the robbers entered the car, he was shot in the head and instantly killed by Jennings. The other robbers at once mounted their horses and fled.

The body of the dead bandit was taken to Tuscon. His name is not known, the only clue to his identity being that he was at one time employed as a cowboy in the San Simn valley.

The railroad company has been expecting trouble and had been employing extra guards for some weeks past. Officers are in search of the remaining members of the gang.

New York, Dec. 10.—Charles Mettam, the architect and civil engineer whose death is announced at Bayonne, N. J., was the first to suggest elevated railroads in the city streets. On the outbreak of the war he enlisted as a private but was detached and employed by the government as an engineer. He designed and built the funeral car which carried the remains of President Lincoln in New York. He served under the late Gen. Delafield in constructing the fortifications of New York harbor, and many notable buildings in New York were erected by him.

New York, Dec. 10.—The Journal and Advertiser says:

Weyler's policy of extermination that he called reconcentration has resulted in an enormous influx of Cubans into New York. Hundreds, if not thousands of them are dying of hunger here. The number of these refugees is variously estimated from 12,000 to 20,000. Perhaps the great majority are without means. There are men and women among them who were worth thousands of dollars before the war but are now penniless. Some of these are working as waiters, porters and seamstresses.

Emilio Agramonte, president of the Marti Charity association, says that many of them have actually died from starvation, and that the majority have preferred to live quietly in misery rather than let their desperate wants be known to those who could help them, but who have known them in the past to be people of wealth, influence and refinement.

New York, Dec. 10.—A dispatch to the Herald from Madrid says:

A storm of indignation has been provoked here by news of tortures inflicted by the Cuban rebels upon inhabitants of Guisa, women and children being bound and burnt alive. The details are given by the Imparcial, a paper by no means favorable to the present government's policy, and the news is now officially confirmed.

One of the ministers says that as far as is known at present, the only crime the unfortunate creatures appear to have been guilty of is that they favored the acceptance of autonomy.

New York, Dec. 10.—It was learned today that one of the biggest robberies in the history of the New York postoffice occurred on November 9. The amount involved is said to be in the neighborhood of \$100,000 and was taken from registered letters in the railway mail service on that section of the Central railway of New Jersey, known as the New York, Somerville and Eastern branch. On November 9, it is stated that two packages containing \$30,000 were taken. How long the defalcations had gone on before, had not been ascertained. Major Charles F. Lewis, of the Philadelphia branch of the government secret service, was in this city today investigating the robbery, which has been kept secret until now by the postal authorities.

Streator, Ill., Dec. 10.—The miners strike in this vicinity came to an end today, when A. L. Sweet of the Chicago Vermillion Coal Co. agreed to pay the price demanded by the men, which is 64 cents for a gross ton. The Star Coal company officials last night met State Secretary Ryan and a committee of miners and agreed to pay the price demanded. This practically settles the strike in northern Illinois and will put 2,000 men at work at once. The men have been standing out for gross weight and are elated over their victory.

New York, Dec. 10.—When, early this morning, enthusiasts over the six-day bicycle race reached Madison Square Garden, they found only sixteen of the thirty-six men who started on the record-breaking task on Monday last. At 8 a. m., Moore slipped on a turn and fell over the handle bars. He struck his head violently against one of the uprights of the rail and lay unconscious on the track. His injuries consisted of a bad cut on the head, and a strain to the neck. He is not expected to finish the race.

Although Miller had a lead of 68 miles at 9:15 a. m., it was anybody's race. Both Miller and Rice, the Wilkes-barre boy, who has followed him so closely, showed evidence of a heart-breaking pace which they have maintained since Monday. Miller's trainers said that Miller's mind was giving out.

The sleep which would put him right is an impossibility, for the pursuing Rice would then cut down his lead. Rice, too, harassed by the fear of Rivierre, and urged by the hopes of overhauling Miller, dares not sleep. Of the first three men, Rivierre looked by far the best conditioned.

Teddy Hale is among the men who the experts say, is certain to last to the end. He has smashed his own record of last year when he completed his one hundredth hour today. Schinner's eyes are in bad shape and unless they get better, his trainers say he will have to quit.

Pierce, who has suffered from his wrenched arm, Gannon, Beacom and Enterman plodded away gamely. They will probably finish in the position they now hold. King claims to be very strong and expects to go up several pegs. Gray and Johnson are down at the end and they will probably stay there.

The colored man is a source of annoyance to the other riders as he is constantly in their way because of his slow riding.

Miller went from the track at 9:15 a. m., returned at 9:55 a. m. He was also off from 12:50 until 1:20.

At 11:15 Moore with his eye and face half hidden by court plaster, wobbled around the track a couple of times and then dismounted. He is pretty near in a state of semi-consciousness. Rice and Miller have taken their last sleep until the end of the race, so the trainers announce.

Rice is beginning to show the effects of the terrible strain and his handlers are having a hard time to keep him on the track. Last year he became crazy before the end of the race, and it is feared he is going again.

1:15 p. m. score: Miller, 1,743; Rice, 1,674; Rivierre, 1,659; Schinner, 1,615; Hale, 1,550; Waller, 1,541; Pierce, 1,500; Moore, 1,495; Elkes, 1,402; Golden, 1,388; Enterman, 1,373; Gannon, 1,348; King, 1,295; Julius, 1,261; Beacom, 1,019; Gray, 988; Johnson, 962.

The best previous record for 109 hours was 1,574 miles made by Hale.

Between 11:55 and 12:25 p. m., Moore was off the track and it looked as though he was practically out of the race, although his retirement had not been officially announced. Miller complained to his trainer about noon that the people in the building were throwing sticks and stones at him and that he had to ride over hurdles, but unlike Rice, Miller is easily handled in his fits and but little effort has to be made to keep him on the track.

Enterman's trainer has complained to Referee Batchelder that somebody has been giving him ice to eat during the day. Enterman also is slightly out of his mind. He keeps calling for schooners of beer. At 1:50, Rice returned to the track after about 40 minutes rest. Score at 2:15:

Miller, 1,761; Rice, 1,690; Rivierre, 1,676; Schinner, 1,621; Hale, 1,567; Waller, 1,551; Pierce, 1,502; Moore, 1,495; Elkes, 1,419; Golden, 1,400; Enterman, 1,390; Gannon, 1,365; King, 1,296; Julius, 1,265; Beacom, 1,026; Gray, 989; Johnson, 976.

The best previous record for 110 hours was 1,515 miles, made by Hale.

New York, Dec. 11.—A dispatch to the Herald from Madrid says:

One decided object has been attained by the President's message, that is in clearing away doubts and uncertainty. For days past the morning papers have reported rumors that the message would be markedly unfriendly to Spain in character. These rumors the evening papers either contradicted flatly or repeated in more pessimistic terms, just as they happened to be favorable or unfavorable to the government.

Now that the message has been delivered it is explained that all parties