

LOUIS STRANG WINS AUTO RACE

In Italian Car He Takes Briar
Cliff Trophy in 5 Hrs., 14
Mins., 13.1-5 Secs.

DISTANCE WAS 259 MILES.

Course Most Hazardous Ever
Chosen for a Motor Car
Speed Contest.

Almost Every Turn Dangerous—Elev-
en Thousand Machines Lined
Up Along the Way.

Briar Cliff, N. Y., April 24.—Louis
Strang, in a 50-horsepower Italian car,
won the 259 mile automobile race over
the Briar Cliff course today. Cedrino,
also in an Italian car, was second, and
Guy Vaughan, in a 30-horsepower car
of American make, was third.

Herbert Lytle and Paul Sartori, the
only other racers to officially finish the
long journey, finished respectively in
fourth and fifth places. Lytle drove a
50-horsepower car of American make
and Sartori a 40-horsepower Italian
machine. Three other cars of the 22
which started would have been able to
complete the journey, but the race
was officially declared off as soon as
the fifth car had crossed the finish line,
to avoid any possible accident to the
spectators who overflowed the course.

The time made by the racers was
comparatively slow, and to this fact is
probably due the absence of serious ac-
cidents.

There were numerous minor mishaps
resulting in the withdrawal of several
cars from the contest, but in no case
was any one seriously hurt. The course
has been recognized as one of the
most dangerous ever selected for a
speed contest between high power ma-
chines and the drivers exercised un-
usual precautions.

Strang took the lead early in the race
and at no time was his position in dan-
ger.

The position and time of the five
leading cars follows:

Driver.	Finished.	No.	Elapsed Time
Strang	First	4	5:14:13.1-5
Cedrino	Second	2	5:21:05.2-5
Vaughan	Third	8	5:32:12.5-5
Lytle	Fourth	3	5:39:15.5-5
Sartori	Fifth	1	5:43:45.5-5

COURSE DANGEROUS.

For just a little over 22 miles the
course winds through picturesque coun-
try in northern Westchester county.
About every turn of the course is a
dangerous spot and there had been a
many predictions that not less than
10,000 autos were packing the course.
Thousands of persons crowded the
vantage points and when the first racer
went away, the spectators entered the
course lined with humanity on either side,
from end to end.

The start had been scheduled for 4:25
o'clock, but it was 40 minutes later be-
fore the start was made. The beginning
of the race had been completed.

THE START.

At Exactly 5:05 the starter's pistol
rang out and car No. 1, with Sartori
at the wheel, shot across the line and
started away on the long journey. The
other cars followed at intervals of one
second to the start, but the slightest un-
evenness in the start, the order of the
starting line waiting for the signal. He
accepted the greeting with confidence
and sent a grateful look to the shout-
ing thousands as he sped across the
line. He began his journey with a few
minutes after the start, that despite
predictions to the contrary, tremen-
dously high speed was to be made
at least in the first round. He com-
pleted the first round in 23 minutes, 23
seconds. Forty-two minutes after the
start he was in the lead and many be-
lieved that no better time than this
could be expected during the race. At
5:24 o'clock, 17 minutes after the first
start had left the starting point, how-
ever, word came back from Armonk
that four cars already had passed that
point, 17 miles away.

One of these four cars had only been
13 minutes on the road, another 14, a
third 15 and another 17 minutes. That
the drivers found it impossible to
maintain this great speed over the en-
tire length of the crooked hilly course,
became apparent before the end of the
first round. Strang in car No. 4, the
first to complete the circuit, crossed the
line in 23 minutes, 23 seconds. He was
leading Lytle, in car No. 3, only by a
few seconds, but he maintained his ad-
vantage through the second round,
which he completed in 28 minutes, 23
seconds, with a lead of 2 minutes, 23
seconds over Lytle, and also was in the
lead at the end of the third round,
which was made in 39 minutes, 18 sec-
onds.

POSITION OF CONTESTANTS.

Aside from the leaders, the other
contestants held to their positions fair-
ly well in the first round. The order
at the finish of that round being:
Strang in No. 4, Lytle in No. 3, Cedrino
in No. 2, Leland in No. 5, Sartori
in No. 1, Parker in No. 6, Vaughan
in No. 8, Murphy in No. 10, Poole in
No. 11, Mulford in No. 9, Michener in
No. 7, Oldfield in No. 13, DePalma in
No. 17, Seymour in No. 21, Hillard in
No. 16, Robertson in No. 15, Harding in
No. 19, Roberts in No. 12, Bloch in No.
18, Bergdoll in No. 20, Barnin in No. 14,
Watson, in car No. 22, was the first
man to come to grief. His machine
collided with a tree at Pine View and
was so badly disabled that it was
three hours after the start before he
had made repairs and finished the first
round.

SOME DIFFICULTIES.

Some of the difficulties with which
the drivers had to contend became
more and more apparent as the race
progressed. Between Pine bridge and
Mount Kisco there were four turns
which tried the nerves of the drivers,
and in the early stages of the race,
car after car was sent into a ditch
at a mishap. At the second turn from
Pine bridge, and about a mile from
the place there is a hilly spot in the

ALLIS-CHALMERS PLANT ESCAPES

Desperate Attempt Made to De-
stroy the One Located at
West Allis, Wisconsin.

STRUCK AT MOST VITAL PART.

Attack Directed Against Pattern Shop
—Automatic Sprinkler Extingu-
ished the Flames.

Milwaukee, April 24.—The Sentinel to-
day says:
A desperate attempt was made early
Wednesday morning to destroy the
Allis-Chalmers plant at West Allis or
at least to stop its operation for a
time.

All that saved the big plant from
heavy loss was the automatic sprinkler
equipment which extinguished the
flames before they gained much head-
way.

The attack was directed on the pat-
tern shop, the most vital part of the
plant. With patterns destroyed work
would have come to a standstill un-
til others could be prepared. From
this it appears the attempt was the
work of men who are well acquainted
with the workings of the plant.

The determination of those back of
the plot is shown by the fact that they
had with them a dozen one-gallon
cans of gasoline which were brought to
the plant in three telescopes. From the
appearance of the shop a prome-
nuous explosion of the oil across the
workmen away before their prepara-
tions were completed. They left on the
fire escape, by means of which they
gained entrance to the building, the
telescope filled with the gasoline, one
of the cases being about emptied of its
contents.

Allis-Chalmers company officials last
night admitted that there had been an
attempt to set fire to the pattern shop
but indicated that the loss was slight
and were inclined to minimize the trou-
ble.

A GREAT LAW SCHOOL.

Proposed to Establish One at Univer-
sity of California.

San Francisco, April 24.—Plans for
the establishment at Berkeley of one
of the greatest law schools in Ameri-
ca, with an endowment of \$1,000,000 have
just been made public for the first time
by Prof. George H. Boke, head of the
department of law at the University of
California. It is not only to be a
great training school for attorneys, but,
according to Prof. Boke, its scope will
be to prepare its graduates for lead-
ership in civic and public affairs.

road and the cars have to be sent at
top speed to surmount it. There is a
rise of about 10 feet and the cars
strike the top at such speed that they
shoot into the air and come down on
ground again with a thud. Between
Pine bridge and Mount Kisco the
road is so narrow that there is room
for only one automobile and no car
can pass another.

Strang maintained his place at the
head of the line until after the end
of the fourth round when half the
distance had been covered. At that
time he had a lead of 21 seconds in
the first round, with a 10 second
margin in the second. He finished
the race in 23 minutes, 23 seconds.
Up to this point the leader
had averaged almost 46 miles an hour.
Strang held his lead through the
fifth lap, which he completed in 38
minutes, 23 seconds. He finished the
race in 23 minutes, 23 seconds. Up to
this point the leader had averaged
almost 46 miles an hour. Strang
held his lead through the fifth lap,
which he completed in 38 minutes, 23
seconds. He finished the race in 23
minutes, 23 seconds. Up to this point
the leader had averaged almost 46
miles an hour.

The fish on the fourth round fur-
nished one of the prettiest sights of
the race up to that point. As the cars
swung around the sharp curve above
the judges' stand, Barney Oldfield
in car No. 11, Hillard in No. 16, and
fighting it out side by side. The sides
of their cars separated only by a few
inches. Almost in front of the judges'
stand Oldfield fought to the front and
in an instant dashed away ahead of
Hillard.

CARS 20 AND 17 OUT.

While the leading cars were in the
fifth round, word came to the judges'
stand that Murphy in car No. 20, of
Australian make, had met with an ac-
cident in the stretch of road between
Vaughan and East Yver. One of his
front wheels collapsed and he and his
mechanic were thrown out. Fortu-
nately neither man was injured, but
as Murphy had no spare wheel with
him, the car was shoved into a place
of safety at the side of the road and
was officially declared out of the race.
Car No. 17, with DePalma driving, also
went out of the race in the fifth round.
It was a ditched after passing Armonk
and so badly injured that it could not
continue. In the meantime Strang had
closed to the leading position which
he maintained through the sixth round.
He finished the sixth circuit with total
elapsed time of 3 hours, 55 minutes, 4
seconds.

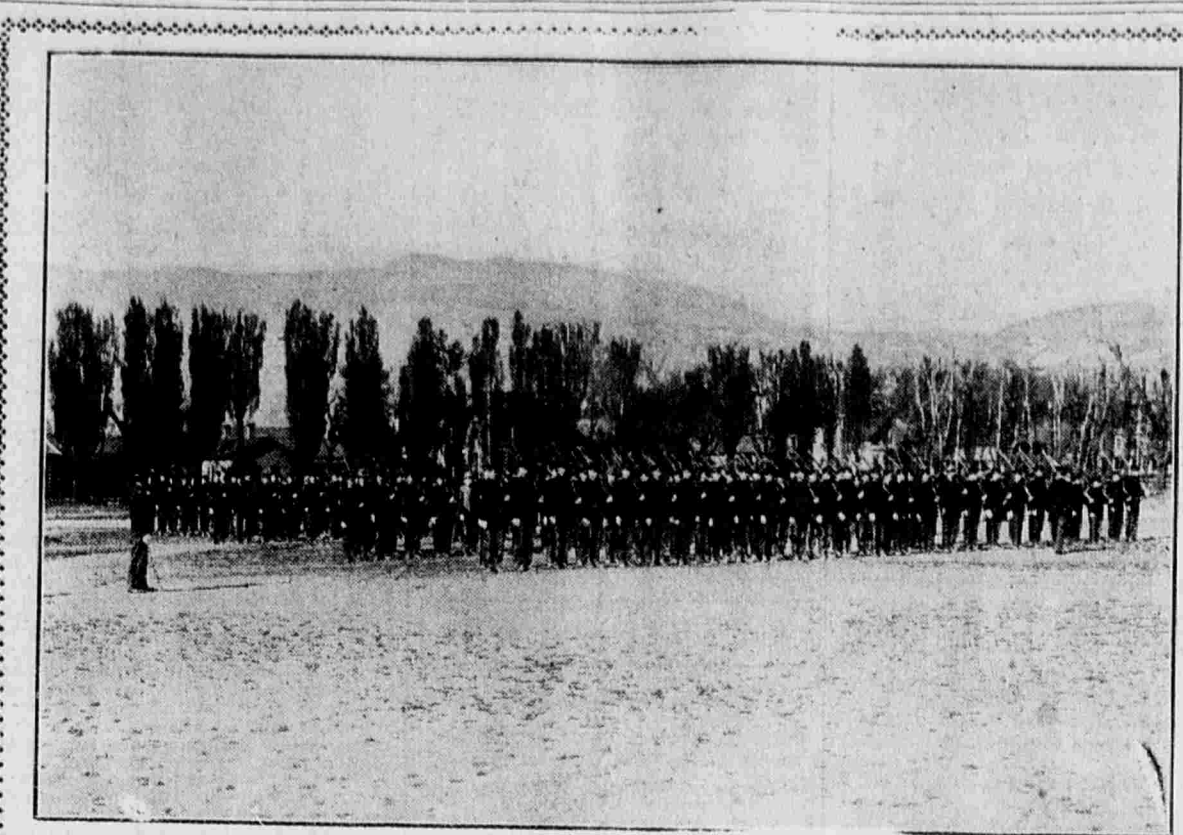
At the time Cedrino, in car No. 2,
had moved up in third position. Strang
made the seventh lap in 38 minutes, 43
seconds and started away on the final
lap of the journey at 10:53:47, with
a margin of 11 minutes, 23 seconds. His
margin was sufficient to ensure his
victory provided his good luck continued.

Cedrino, in No. 2, made the best time
of the race on the seventh lap, 37 min-
utes, 15 seconds. He finished the race
in 11:02:08. Lytle got away on the last
round at 11:06:36.

As the race proceeded the crowds
along the course and particularly at the
finish gave the special policemen much
trouble in their efforts to keep the
course clear. Near the judges' stand,
where there is a dangerous curve, the
crowd constantly pressed forward in-
to the stretch, and it was only with
the greatest difficulty that a clear space
was maintained for the cars which
skidded around the curve at express
train speed.

STRANG WINS.

Strang finished in the lead and won
the race at 11:44, making his official
elapsed time for the full distance 5
hours, 14 minutes, 13.1-5 seconds. Cedrino
made a valiant effort in the final
round to cut down Strang's big
lead but without success. He was sec-
ond, completing the last lap at
11:49:55, with a total elapsed time of
5 hours, 21 minutes, 5-5 seconds.



HIGH SCHOOL CADETS IN BATTALION FORMATION.

THREE WITNESSES TELL OF ROBBERY

Grand Jury Hears from Strong,
Trimmer and MacVichie
This Morning.

COUGHLIN TO SUE ROBINSON.

He Did a Bit of Detective Work He
Received No Pay For and He
Is Now After the Money.

Two former officials and a member
of the board of directors of the Utah
National bank were the witnesses sum-
moned to appear before the federal
grand jury this morning. Alvin C.
Strong, formerly first assistant cash-
ier, and W. W. Trimmer, formerly sec-
ond assistant cashier, were examined at
length, as was also Duncan MacVichie
of the board of directors.

This afternoon a number of the
clerks have been summoned, and it is
probable that all of those at the bank
will be given an opportunity to tell
their stories. The two important wit-
nesses this morning were Mr. Strong
and Mr. Trimmer. The latter was
bank for a long time and was in the
full confidence of the directors when
the money disappeared. He was there
before the bank was taken over by the
National Bank of the Republic, while
Mr. Trimmer came afterwards, and oc-
cupied a position in the confidence of
Mr. Adams similar to the friendship
between Jos. Nelson and Mr. Strong.

FIRST INVESTIGATIONS.

The first investigations undertaken
by the detectives centered about Mr.
Strong as the chief suspect. He was
above the surface concerned them-
selves with him. These clues appeared
in print in a newspaper to which Mr.
Adams had been introduced and to have
turned most of the information it
has received, and in which he has given
out a public statement charging
Strong with bad faith in the matter of
the bank. Mr. Trimmer was also
called at that time but his testi-
mony was not concluded until this
morning. So far, he has been before
the grand jury for a longer time than
any other witness.

COUGHLIN MAKES A MOVE.

Slough Coughlin has come forth from
his silence in the case by preparing
a suit which will be played at once
against W. P. Adams and Atty. Harry
Robinson. It is for the money he
claims is due him for doing shadow
work, for which he has never been
paid. Atty. Coughlin placed the mat-
ter in the hands of an attorney yester-
day afternoon. He declares that he is
not going to let Adams or Robin-
son get away with the money. His
statements insinuating that he was
guilty of blackmail as he says Robin-
son did when his bill was first pre-
sented. Both Detective Miles and
former Chief of Police Sheets are now
interested in the case. Former Chief
Sheets visited the grand jury room
this morning, but he was not inter-
ested. Sol Kimball, in charge
of the jury, would not state whether
he had been summoned as a witness
or not. Both Mr. Nelson and Mr.
Adams are waiting to be notified by
telephone when they are wanted as
witnesses and from present appear-
ances they will be among the last
summoned.

TAKE FISH FROM DITCH.

Part of the water in the Gordon race
has been turned out and fish of all
kinds are being carried away to the
fish hatchery. About 500 fine speci-
mens of trout have been transferred
in barrels, buckets and tubs to the
hatchery or to Big Cottonwood creek
already, under the direction of State
Fish and Game Commissioner H. B.
Cromar. As the most of the fish in
the stream are trout, it is necessary to
care for them and transfer them to
suitable waters for their preservation,
whereas, any carp captured are im-
mediately thrown out. Before the
water is again turned into the canal,
Commissioner Cromar will insist on
the installation of fish screens.

TWO LOWELL TEAMS WIN.

In the match games of basket ball
between the teams of the Lowell and
Wasatch schools yesterday, the Lowell
boys' team won out with a score of
53 to 7, while the Lowell girls' team
defeated their opponents in a score of
38 to 6.

ALIENS IN RIOT STIR WEST SIDE

Turks, Greeks, Austrians and Al-
banians Mingle To Do
Murder.

POLICE ARRIVE OPPORTUNELY

Row Over a Fruit Cart Nearly Costs
Potter and Venetis Their Lives
Before Officers Appear.

A riot call at 9:45 this morning from
First Street between Fourth and Fifth
West streets, where a gang of 25
Turks, Greeks and Austrians tried to
kill two Albanians named Chris Potter
and George Venetis, created quite a
diversion for the police.

When the call came into police head-
quarters, Officers Clough, Price, Gold-
berg and Ripley were in the desk ser-
geant's office. They quickly jumped
into the patrol wagon and a record run
was made to the scene of the conflict.
There were probably more than 150
foreigners on the street, yelling like
mad men and doing their best to kill
Potter and Venetis, and they would
have undoubtedly succeeded but for
the timely arrival of the officers. When
before Mr. Adams came from the Na-
tional Bank of the Republic, while
Mr. Trimmer came afterwards, and oc-
cupied a position in the confidence of
Mr. Adams similar to the friendship
between Jos. Nelson and Mr. Strong.

ROW OVER FRUIT CARTS.

According to the story told the po-
lice by Potter, the row was started by
a dispute between him and the Turks
over some small fruit carts which he
had sold to some of the Turks and
Greeks. One cart he loaned to a
Turk with the understanding that the
fellow would pay back money which
had been advanced by Potter. Fail-
ing to get the money, Potter decided
this morning to take possession of the
cart. The Turk refused to relinquish
the cart or pay back the borrowed
money, and when Potter attempted to
take his property by force, about 25
men pitched upon him. Knives were
drawn and rocks hurled at the un-
lucky Potter. He was struck proba-
bly a dozen times about the body with
stones, but managed to keep his head
covered. George Venetis rushed to the
assistance of Potter and he was also
attacked and knocked down several
times.

WHOLE COLONY ALARMED.

The cries of the infuriated foreign-
ers about their whole neighborhood,
and swarms of aliens swarmed from the
surrounding buildings.
That they were bent upon murder-
ing the two men was quite evident and
the police were quick to respond. A
thoughtful person turned in the riot
call. The patrol wagon rushed to the
scene at breakneck speed and when
the gang saw the officers coming they
broke and fled. The police followed
the bluecoats succeeded in arresting the
leaders of the gang, but the others
managed to make their escape. Potter
and Venetis accompanied other foreig-
ners to police headquarters and filed
complaints against the men.

POTTER THEIR FRIEND.

"I have loaned some of the men
money to help them make a living,"
said Potter to the "News." "I also
loaned them some little push carts for
which they were to pay me when they
earned the money. This morning when
I asked them to give me my money
they said they would kill me. I asked
for one of the carts and they refused
to let me have it, and when I said
I would use it they started to beat me.
I fought off four or five but when there
were 25 of them trying to kill me with
rocks it was too much. Venetis tried
to help me, but they knocked him down
with rocks. My body is all covered
with cuts and bruises."

EX-SCATTERED GROVER

Lakeview, N. J., April 24.—Ex-Presi-
dent Grover Cleveland was better un-
derstanded and the physicians believe he
will be able to leave for his home at
Princeton in a few days. They say
there is nothing alarming in the pa-
tient's condition.

FLEET'S LAST DAY AT LOS ANGELES

Thirty-Three Hundred Sailors
Taken for a Great Auto-
mobile Ride.

OFFICERS GIVEN RECEPTION.

From Early Morn Till Last Moment
Before Departure Every Minute
Fully Occupied.

Los Angeles, Cal., April 24.—To-
day, the last day of the fleet's stay in
Los Angeles ports, was set in as Beach
day. A lengthy program, passing
from an early hour this morning up
to the last moment that the officers
could reach the ships tonight, was
scheduled in each of the cities where
the ships are at anchor. In addition,
two events which marked the end of
the program took place in this city.

The most pretentious thing in the
way of an automobile tour of the city
yet undertaken was given this morn-
ing when 3,300 sailors, the last of
the liberty parties, were taken for a
four hours' ride about the city. Up-
wards of 500 machines had been pro-
ffered for the purpose by citizens of
Los Angeles.

A reception to the officers of the
fleet was held this afternoon at the
Friday morning club from 3 to 6
o'clock. Hundreds of invited guests,
in addition to the club members,
thronged the place.

Long Beach had the most preten-
tious program of any of the beach cities
today. The events there included
baseball games, motor boat races,
yacht races, football games, boat races
of all kinds, sailors' sports, balloon
races, marine drills, firing of the
salute on shore in honor of the visit
of Admiral Emory, automobile tours
of the city, band concerts, receptions
and balls.

The program at Redondo, San Pedro
and Venice followed much along the
same lines.
Preparations are being made for
handling an immense crowd at Ven-
ice tomorrow night and early tomorrow
to witness the departure of the whole fleet
from those points. Many from this city
have reserved hotel accommodations
for the beach and Santa Monica to-
night and early tomorrow and will
go down this evening to avoid the
rush on the cars in the morning. The
Los Angeles and Redondo electric
lines will run trains to each beach
every five minutes commencing at 5
o'clock. The Southern Pacific will
also run special trains from the city.

Thousands of people who did not
witness the arrival of the fleet at San
Pedro will go to Santa Monica to-
morrow. Principally, however, among
the spectators will be the old soldiers
from the national home at Sausalito
for whom the march of the fleet in
Santa Monica bay were especially
arranged. It is expected that the
movements of the fleet will occupy an
hour or more.

The scene at Fifth and Broadway,
where the sailors came direct from
the ships, was one of great enthusiasm.
Thousands of people filled the streets
for two blocks on Broadway and Fifth
streets for a block. The long line of
automobiles had the greatest diffi-
culty in passing through. In every
vehicle from five to 25 sailors were
pressed into service and carried away
cheering crowds of bluecoats. Sev-
eral ladies drove machines filled with
sailors. The automobiles were decked
with flags and every sailor carried flags
and horns. Bands from the ships
played national airs amid the cheers
of the crowd. The machines began to
fill up with bluecoats at 9:30 and it
was after 11 o'clock when the last
machine left the scene. The men
were taken through the business and
residence sections of the city and their
presence everywhere evoked the great-
est enthusiasm.

The flagship Connecticut was re-
ceived today for the members of the
Los Angeles fleet committee and their
families. The party journeyed from
the Pacific electric station in special
cars to San Pedro and spent nearly
the entire afternoon on the ship.
Thousands of people at the various ter-
races today took advantage of the
opportunity to go aboard the ships.

TRAIN GOES INTO WATER.

Alton, Ill., April 24.—A fast freight
train, on the Chicago, Peoria & St.
Louis road, dashed into a water-filled
cut from which a storm flood had
washed away the tracks 15 miles above
last night, and the engine and
11 cars turned over. Engineer John
F. Walsh of Springfield was imprisoned
in his cab and drowned. His body
was not recovered till this morning.
Four men members of the train crew
saved their lives by swimming.

DUC DE CHAULNES DIES SUDDENLY

Found Dead in Bed in His Apart-
ments in the Hotel Lang-
ham, Paris.

HIS WIFE MADE DISCOVERY.

She Was Miss Shonts—Were Married
Feb. 16, This Year. Cause of
Death Was Embolism.

New York, April 24.—A cable dis-
patch to Theodore P. Shonts of this
city, received today, announced the
sudden death in Paris of his son-in-law,
the Duc de Chaulnes.

The duc and Miss Theodora Shonts
were married in this city recently and
were in Europe on their wedding trip.
The news of the death came as a great
shock to Mr. Shonts and his family.
There had been no previous intimation
that he was not in good health and the
letters from the duc received recently
merely the incidents of their trip and of
their life in France.

The telegram to Mr. Shonts gave
no details of the duc's death, not even
stating the cause. Immediately
on its receipt, Mr. Shonts sent a
telegram asking for further informa-
tion.

Mrs. Shonts will leave for Paris to-
morrow on the steamer St. Louis. It
is probable that Mr. Shonts will ac-
company her.

A STARTLING SEQUENCE.

The death of the duc comes as a
startling sequel to his recent marriage
with Miss Shonts.

The duc's full name and titles were
Emmanuel Theodore Bernard Marie d'
Albani de Luyne d'Ally, ninth duke of
Chaulnes, and of Picquigny and mar-
quis of Dangeau. He was born in
Paris in 1875.

Besides his residence in the Paris
Mouveau quarter of Paris, he had a
chateau in the department of the
Sarthe. He was well known for his
interest in athletics and all forms of
outdoor diversion. He came of an old
and distinguished family. The duke-
dom was established in 1621, and after
the title had been successively trans-
mitted to three generations, it was
of the late duke's father, the late Paul
d'Albani de Luyne, brother of the Duc
de Luyne, who died when his only son
was three years old. The duc's moth-
er was Princess Sophie Augustinova
Galtzain, who was noted for her beauty.
She survived her husband only two
years. The young duke, and his sister,
now the Duchess d'Uses, who is
his senior by two years, were
brought up in the family of their aunt,
the dowager duchess.

MARRIED FEB. 16.

The duc and Miss Shonts were mar-
ried in New York, Feb. 16, of this year,
at the Shonts home, 123 East Thirty-
fifth street, before hundreds of guests
and it was in every respect a notable
and brilliant social event.
The report of their engagement was
first heard of in 1906, but they were
promised by Miss Shonts, her-
self, that the marriage would not take
place until the summer of 1907. The
engagement was officially announced
on November 1, 1907.

The first month after the marriage
was spent in the United States and the
couple sailed for the other side on
March 17 on board the steamer Teu-
tonia.

WAS FINANCIALLY EMBARRASSED.

The duc inherited a fine patrimony
from both his father and his grand-
father along with his titles, but it was
generally understood that he expended
much of his fortune and was said to
have been financially embarrassed
before his wedding with the American
beauty.

FOUND BY HIS WIFE.

Paris, April 24.—The Duc de Chaul-
nes, who in February was married to
Miss Theodora Shonts, daughter of
Theodore P. Shonts, president of the In-
terborough Metropolitan Railway com-
pany, was today found dead in bed in
his apartments at the Hotel Langham
in the Rue Boccador.

The dead body of the duc was found
by his wife, the death of the young
man was a sudden one, the obstruction
of an artery.

The duchess entered her husband's
room this morning, but found that
she could not awaken him. She
quickly summoned help. A doctor
came in response to her summons and
after an examination he pronounced
the man to be dead. A commissary
police was at once notified and the
coroner opened. At the conclusion
of the inquest the coroner declared
that death was due to natural causes
and that it had been brought about by
embolism. The police later issued
a permit of internment.

The duc and duchess had lived at
the Hotel Langham for three weeks,
awaiting the completion of their pri-
vate residence, now in course of con-
struction.
The air of mystery surrounding the
circumstances of the death of the duc,
which was created largely by mislead-
ing statements with reference to the
place of death and ultimate disposition
of the body, was in no sense cleared up
by a story which was generally circu-
lated to the effect that the duc was
in fact taken violently ill at some home
night. No reason for the boy's act has
been found.

SHOT PROVES FATAL.

(Special to the "News.")
Syracuse, April 24.—Newell Schofield,
a lad of 15 years, who shot himself
Monday night with suicidal intent, died
at the home of Dr. Whitlock here last
night. No reason for the boy's act has
been found.

NAVAL SPECTACLE ONE TO INSPIRE

W. H. Bancroft Returns With
Glowing Report From
Coast.

ARRANGEMENTS COMPLETED.