

AFTERMATH OF HANNA'S ELECTION. But the Senator Is Not Connected With Bribery.

Witnesses Do Not Claim He Was the Principal in Negotiations.

Otis and Campbell Tell of Their Dealings With H. H. Boyce.

ALLEGED BRIBE PRODUCED. Some of This Money May Be Used in Pushing a Label Suit Against a Newspaper.

Special Dispatch to The Call.

COLUMBUS, O., Jan. 28.—The two star witnesses in the alleged Senatorial bribery investigation were examined by the Senate investigation committee to-day.

Representative Otis testified he had met Henry Harrison Boyce in Cincinnati first on the evening of January 7, last.

Mr. Otis told him to come to see him between 5 and 6 o'clock. Otis went to the Gibson House and to Boyce's room, No. 226.

Mr. Otis said that he had a long conversation with Boyce, who he said was Colonel Boyce, that he had come on from New York and wished to see him on important business.

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WILLIAMS AT LAST THE TUNNEL UP FOR TRIAL. Santa Fe Railway Once More Blocked Near Williams.

Scarcely Cleared for Traffic Before the Fire Breaks Out Anew.

Workmen Paid a Dollar an Hour to Risk Their Lives for the Company.

Special Dispatch to The Call.

WILLIAMS, Ariz., Jan. 28.—Shortly after 11 o'clock last night the tunnel at Johnson's Canyon, nine miles west of here, was ready once more for the passage of trains, after a week of arduous labor by a large force of workmen and great expense for the railroad company.

Suddenly the smoke began to pour forth from the entrance, and the catastrophe of last week was repeated.

In an incredibly short period the whole was a mass of flames, which mounted high into the air at either end of the tunnel, with such intense heat that all efforts on the part of the workmen to fight the flames were useless.

The supposition is that it kindled again from the timbers being in contact with the heated limestone rocks, of which the sides of the canyon are formed, and the crumbling of which caused so much danger to the workmen last week.

Fortunately, there were no men in the tunnel at the time, as trains were expected to pass through soon, during the night.

The railroad officials and a corps of engineers are at the tunnel ready to begin the work of retimbering the tunnel as the flames have spent themselves.

The employees of the company at this point are using every precaution to see that the passengers are not greatly inconvenienced during the retimbering, and a good trail has been constructed around the mountain, over which the baggage, mail and express are carried, thus causing no delay in the mail matter.

Rev. Father Shallo Succumbs to Pneumonia After a Brief Illness.

Was Admired for His Erudition and Beloved by the Students of the Institution.

Special Dispatch to The Call.

SANTA CLARA, Jan. 28.—After a brief illness of six days, Rev. M. Shallo died at Santa Clara College yesterday, in the forty-fifth year of his age.

He was born at Clarksburg, West Virginia, on September 13, 1852, and spent his early years at Clarksburg, where he pursued his studies under the tutelage of his father.

He came to California in 1874, where he was ordained to the priesthood in 1875, and served in various capacities until 1887, when he came to Santa Clara College.

He was a man of great erudition and was beloved by the students of the institution. He died at his residence in Santa Clara on the morning of the 28th inst.

The funeral services will be held Saturday morning at 10:30 in Santa Clara church, and immediately after the interment will take place in the Catholic cemetery.

HELD AS A LEADER OF DESPERADOES. John F. Kennedy in the Hands of the Police.

Accused of Having Had a Hand in Many Train Robberies.

He Is a Locomotive Engineer and Comes from the Cracker Neck District.

PICKED UP IN THE STREET. Being Thrown From a Horse Some Very Incriminating Articles Found in His Possession.

Special Dispatch to The Call.

KANSAS CITY, Mo., Jan. 28.—John F. Kennedy, a locomotive engineer, who comes from the notorious Cracker Neck district, not far from Blue Cut, and whom the police have endeavored to connect with some of the many recent train robberies in the outskirts of Kansas City, was taken into the hospital at police headquarters at a late hour to-night under circumstances that have caused a commotion in police circles.

A man was picked up on West Seventeenth street to-night in an unconscious condition by persons who had seen him thrown from a horse which he was riding, the horse having slipped on the pavement.

The injured man, on being taken to police headquarters, proved to be John Kennedy, disguised by a false chin beard and equipped for an expedition that could not have meant peace for his fellow men.

When Kennedy recovered at the hospital he refused to talk, further than to say that he had started on a hunting trip. The police have learned that a second man, who was riding with Kennedy, rode away at a rapid gait after Kennedy's horse fell.

Kennedy has been twice tried for train robbery. He was indicted for complicity in the Chicago & Alton train robbery at Blue Cut on Thanksgiving eve, 1895, when between \$20,000 and \$30,000 is supposed to have been secured, and for another robbery at Blue Cut on Christmas eve of the same year.

He was tried once and the jury disagreed about his clothing were the several pieces of a disjunctive shotgun. In addition to these were a .45-caliber revolver and a liberal supply of cartridges and shotgun shells.

Kennedy boarded with Andy Ryan, a foreman of a brigade of the Kansas City Fire Department, who is a brother of the notorious Ryan of the James and Younger gang of train robbers. This was Andy Ryan's night off.

As soon as Kennedy's mishap was known all the railroad headquarters were notified, and through fear that another robbery might be attempted at Blue Cut, guards went out on every train that left here during the night.

President McKinley's Return. WASHINGTON, Jan. 28.—The President and party arrived here on their return trip from New York at 4:45 this afternoon. The run from New York was without incident.

SEEKING A SUCCESSOR TO ADMIRAL MATHEWS. Secretary Long Desires a Competent Man to Act as Chief of the Bureau of Yards and Docks.

NEW YORK, Jan. 28.—A Washington correspondent of the Herald telegraphs: Secretary Long told me to-day that he is considering the question of succession to Rear-Admiral E. O. Mathews as Chief of the Bureau of Yards and Docks.

The latter's term of office will end March 16, and he will be retired on October 24. As Congress may use additional docks, which will have to be built under the direction of the chief of this bureau, the Secretary is anxious to get a man who will be able to prepare plans and specifications intelligently and be in office long enough to see that they are properly executed.

Secretary Long understands, favors placing the Bureau of Yards and Docks under the bureau of Construction and Repair, which is now under the direction of the Chief of the Bureau of Navigation.

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