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REPORTED ALLIANCE OF ENGLAND AND TURKEY

Great Britain Said to Have Made Concessions to the Sultan.

Obtains an Authorization to Send Regular Egyptian Troops for Service in South Africa.

PARIS, Dec. 25.—The Figaro this morning publishes the following dispatch from Constantinople:

"The Ambassador of England was received in private audience by the Sultan yesterday. The Ambassador came to obtain the authorization of the Sultan for the sending of Egyptian regular troops to the Transvaal.

"The outcome of this interview has been an Anglo-Turkish alliance, and important compensations were accorded by England."

LONDON, Dec. 25.—Christmas morning brings no fresh news from the seat of war. While the position is somewhat in the nature of a deadlock, each combatant watching the other, to say that the military situation is unchanged would perhaps be hardly correct. When opposing forces remain facing one another for any length of time causes which will ultimately lead to victory or defeat, advancement or retirement will be all the while at work.

So day by day General Buller at Chieveley, and General Methuen, on the Modder River, are receiving reinforcements. On the other hand, the Boers are, both on the Tugela River and at Magerfontein, continually extending and increasing the strength of their intrenchments.

Neither side probably will venture any immediate forward movement. To-day there will in all probability be a truce, formal or informal, between the two foes. The Duke of Connaught has again suffered disappointment. He repeated his former request to be allowed to go to the front, but the Government deemed it inexpedient to assent to the request. His Royal Highness thereupon offered his services to Lord Roberts as staff officer, but while the latter was ready to avail himself of such devoted co-operation the Government felt bound to adhere to its decision.

Here in London the feeling as to the outlook is very hopeful. I met yesterday a South African millionaire, who, when I saw him some time ago, was very gloomy, but is now very cheerful. As to the cause of the change he said:

"To my mind the situation in South Africa has altered entirely for the better. One man who has gone out with Lord Roberts is a power in himself. I mean Colonel Henderson, who wrote that standard work upon Stoneall Jackson. He has made a study of the tactics of Jackson, which were simply marvelous, and his experiences in the Civil War of America will stand Roberts in good stead. It is the science of harassing the enemy's communications with irregular cavalry.

"England has paid very dearly in order to know how to fight the Boers, but it is felt in England to-day, amid all our reverses, that the Boers are going to pay very dearly for their Christmas festivities.

"What pleases those like myself, who know the inner workings and ways of the Boers, is the sight of Dr. Leyds throwing out feelers to France. In that action we see direct signs of weakness. It shows that the Boers have had enough and that they are beginning to feel the stress of war. When I last saw you I looked upon the situation in a very serious light and was prepared to sell my large mining interests. To-day I would not sell a share.

"Another sign of the beginning of the end is General Cronje's sudden rudeness to General Methuen, after a period of considerable politeness. From this it is apparent that the victory of the Boers at Magerfontein was of such a nature that they would not like to have it repeated.

"There is not the slightest doubt but that the Boers are tiring of the war; that grave dissensions exist between the Transvaalers and the Free States, due to the former accusing the latter of cowardice; that in many districts of both republics crops are absolutely rotting, and that a state of semi-starvation exists throughout both countries.

"It is a fact that the Boers are horribly disappointed with the war, but still more dissatisfied with the attitude of England and the lack of support by the opposition party in this country. In the initial part of the war the Boers felt certain that they would win, and so they did. They based all their hopes on England giving in, and by means of a quick campaign gaining something like their own terms.

"England's united attitude to-day has completely disconcerted the Boers. In the huge reinforcements which England is now sending out they see the very death blow of their ambitions. Taking the situation all around it is much improved. Very shortly the Boers will feel Great Britain's might, and Dr. Leyds will have quite a fresh proposal of peace."

SHARP FIRING HEARD AROUND LADYSMITH

LONDON, Dec. 25.—These advices from its special correspondent are published in the Daily Telegraph:

CHIEVELY CAMP, Monday, Dec. 18.—Sharp firing was heard in the direction of Ladysmith this morning. The sounds of Boer Maxim and Nordenfjeldt guns indicated that a fight was occurring near the town. It was probably another sortie. Our big naval guns fired a few rounds of Lyddite shells into the Boer trenches near Colenso.

General Schalkbuerger told Major Wright, while out with a burial party, that the Boers would fight to the end, but knew that England must ultimately win. Another Boer said that the war would last for three years. The Boers had spent great labor in their defensive works. Besides constructing rows of trenches upon the flats on both sides of the river, they had over the width of nearly 500 yards placed a most complicated barbed wire entanglement, and wires also were concealed under the water at the river fords.

ERIN'S SONS ORGANIZE TO ASSIST THE BOERS

OMAHA, Dec. 24.—The Bee will say tomorrow: There is something more than a likelihood that the pro-Boer agitation, now so general throughout the United States, will lead to the resuscitation of the once celebrated organization among Irish-Americans known as the Fenians, which planned and executed an invasion of Canada in 1866, out of hatred of England because of the wrongs that for several hundred years had been inflicted upon Ireland. Intimations have reached Omaha from other cities that an address calling for a renewal of the Fenian organization and the Clan-na-Gael had been sent out from this city to enthusiastic Irish-Americans in other places, but inquiry among prominent Irishmen failed to disclose the identity of any persons who may have sent out such an address. As far as could be learned there are no organized branches of the societies named in this city, although there are some men in Omaha who were proud of their membership in the Fenian organization.

Inquiry, however, did develop the fact that there is some sort of a secret movement on foot among the Irish enthusiasts in this and neighboring cities which has for its object some decisive steps of a more belligerent character toward England than a simple declaration of sympathy for the Boers far away in South Africa. The movement here will be inaugurated by a meeting to be held next

Continued on Second Page.

DEATH GARNERS NEW VICTIMS ON THE HUNTINGTON ROAD

Two Persons Killed, Three Fatally Maimed and Five Seriously Injured in a Rail Disaster at Pomona.

POMONA, Dec. 24.—Amid a crunching of wheels, a millinery of woodwork, a hissing of steam and a general smashing of iron, glass and rails, the Riverside accommodation on the Southern Pacific Railroad in this city, ran off the track at 6:30 this evening. Two people were killed outright, three will no doubt die before tomorrow morning and five more are seriously injured. The loss of property is probably \$20,000.

The train left Los Angeles at 5:30 with both passenger cars full of people who had been attending a baseball game in Los Angeles and others who were going to spend Christmas with friends and relatives. Many carried packages of Christmas gifts. The train went over Covina branch, passed Lordsburg on time and started southeast toward Pomona. There is a heavy grade between Pomona and Lordsburg and where the Covina branch meets the main track of the Southern Pacific route between Los Angeles and Yuma there is a sharp curve. This is close to Rebecca street in Pomona. The train sped swiftly down the grade toward Pomona. Just as the locomotive began to round the curve it left the track and amid the roar, crash of iron and wood rolled twenty feet to the side of the track. The baggage car went smashing to the opposite side and lies there with bottom up and the roof torn away. The first passenger car was even more completely wrecked and lies with the wheels torn away, sides stove in, roof gone, and scarcely one whole timber left in the wreck. It is wonderful that any one escaped from it alive. The second passenger car left the track, but no one in it was seriously hurt.

The accident occurred just as the Pomona people were starting out to attend Sunday and Christmas eve services. The noise of the smashing and crashing was heard a long distance away and every one knew what it meant. In a very short time hundreds of people gathered at the scene of the wreck and in the early darkness the dead and injured were taken from the mass of broken iron and splintered timbers. Every door in the baggage car was broken and people ran to get conveyances for the dead and injured. James Coyle offered the use of his Pacific Hotel to any and all in the wreck, and thither the bleeding and maimed passengers were speedily taken.

- KILLED.**
 - Unknown woman, supposed to be Shankler or Shanklin.
- FATALLY INJURED.**
 - LYMAN WHITE of Colton, skull fractured.
- SERIOUSLY INJURED.**
 - DAVID JOHNSON, engineer, badly cut and internally injured.
 - WILLIAM SCOTT of San Bernardino.
 - AUGUST LAFARDIE of North Cucamonga.
 - MILTON MONROE of Monrovia, two compound fractures.
 - L. E. EIFTER, brakeman, shoulder broken.
 - E. H. McCULLING of Crafton, badly bruised.
 - FRANK DONNATIN, station agent at Monrovia.
- LESSER INJURIES.**
 - Engineer Evans of Colton, shoulder broken; A. M. Thomas of Los Angeles, ankle broken; J. A. White of Los Angeles, injury to head; George Donaldson, chest; D. Mitchell of Redlands, back; Randall of San Bernardino, cuts; Mrs. J. Stolz of Chino; Garrison of Covina; Monroe Thurman of Pomona, arm broken; McClure of Los Angeles; Henry Monahan of Chino.

There were many pitiful scenes at the scene of the disaster. Women rushed about frantically calling for husbands and children who were supposed to be among the dead and injured. Some men and women were pinned in cars by broken seats and shattered door timbers so that they were fearful they would not be rescued alive. A dozen women were taken out of the cars with bleeding faces and clothes drenched with blood. From the wreck of the hissing locomotive Engineer David Johnson was taken out almost dead, with gasches about his scalp and his chest crushed. Fireman White of Redlands was found beneath the wreck of the baggage car with his face so badly torn as to be scarcely recognizable. He is at the Pomona City Fire Hall, where he is not expected to survive the night.

George Robinson was found beneath the wreckage of car seats and glass and is very seriously injured internally. Pinned close to the floor of the first passenger car was found the body of a well-dressed young woman, who, it is believed, is a schoolteacher at Chino, San Bernardino County. Her face is crushed out of all semblance and her feet have been made shapeless. A young man who was taking to his home a large package of toys and Christmas books was found near by dead from a weight of iron across his shoulders. Edward Stokes of Riverside was found unconscious and suffering with chest wounds, and across him lay William Scott, a colored man from Fresno, who has since revived and will probably recover. Milton Monroe, the train brakeman, who lives at Monrovia, crawled out of a hole in the car roof and is suffering from a compound fracture of the shoulder and concussion of the skull. Miss Emma Price, who lives on Figueroa street, Los Angeles, was found unconscious and bleeding among broken seats in the first passenger car. Men with axes cut away the timber which held her down and she was taken away to a friend's house, where she recovered. Her uncle, who was on the train with her, has not yet been found. A. M. Tones of Redlands got out with a crushed foot and a dislocated shoulder. Two men whose names cannot be ascertained were found in a heap near the ruined baggage car. How they got there is a mystery.

In the Pacific Hotel are fourteen injured people. All the Pomona doctors are there and scores of other people are in and about the hotel rooms and halls rendering help to the dead and dying.

Conductor Fitzgerald, who escaped all injury, says that a wheel probably broke just as the locomotive began rounding the curve. Other people say that the air-brakes would not work and that the engineer could not check the speed sufficiently for the curve.

Leaman D. Westfall, one of the passengers who escaped uninjured, says the accident came as quick as a flash and that no one had time to prepare for the wreck. He says that all at once the passengers felt a lurch to one side, then in a rear and smash the cars went off into the ground at the side of the track. A special train sent from Los Angeles to carry the injured and dead to their homes reached Pomona at 10 o'clock.

When Apprehended He Fought Frantically With the Officers of the Law for His Liberty.

MAN whom the police believe to be H. J. Hannan, wanted in Greensburg, Pa., for murder, was arrested early yesterday morning in the International Hotel, Washington and Kearny streets, by Detectives Reynolds and Gibson and Policemen Ahern. He was locked up in the tanks at the City Prison. He made a desperate struggle for his liberty, and when he was overpowered he attempted to bribe the officers. The man claims to be a plumber, and professes to have no knowledge of the crime for which he has been arrested. He will not admit that his name is Hannan, and he positively declines to discuss the affair.

Hannan was wanted for the murder of his partner, John Craig, a member of a prominent Johnstown family. The Pittsburg police have wired to Chief Lees to hold the prisoner, and have notified him that an officer from there will leave at once for this city.

On Wednesday last Chief Lees received a dispatch from Roger O'Mara, superintendent of police of Pittsburg, which asked him to arrest Hannan, and gave a detailed description of him. The dispatch also stated that Hannan's wife had left for this city, and would arrive either on Friday night or Saturday morning. No details of the murder were given.

The Chief detailed Reynolds and Gibson on the case, and they got Policemen Ahern to help them. The trains were watched, and a woman answering Mrs. Hannan's description arrived Saturday at 10 o'clock. Reynolds and Ahern kept track of her, and followed her to the International Hotel. She asked the clerk if her husband, Mr. Paul, had stopped there, and showed much disappointment when she learned that nothing was known about him. She registered as "Mrs. Elizabeth Paul, Pittsburg."

A careful watch was kept by the officers for the next 10 hours. They were not until five men went to the hotel entrance and one walked in and went up to a room on the second floor. They were asking for a card wrote on it, "Lizzie, come down. I want to see you," signing it "H. J. Reynolds." Reynolds called to him and asked him what he had written. His reply was more forcible than polite, and he snatched a revolver from his pocket and made a break for the stairs leading to the ladies' apartments. Reynolds grabbed him as he ran, and Hannan placing his knee against Reynolds' breast tried to force him backward. As they struggled several

DESPERATE FIGHT WITH A SUSPECTED MURDERER

H. J. Hannan, Wanted in the East, Arrested by Local Police.

When Apprehended He Fought Frantically With the Officers of the Law for His Liberty.



DOPE FIEND WANTED FOR AN EASTERN MURDER.

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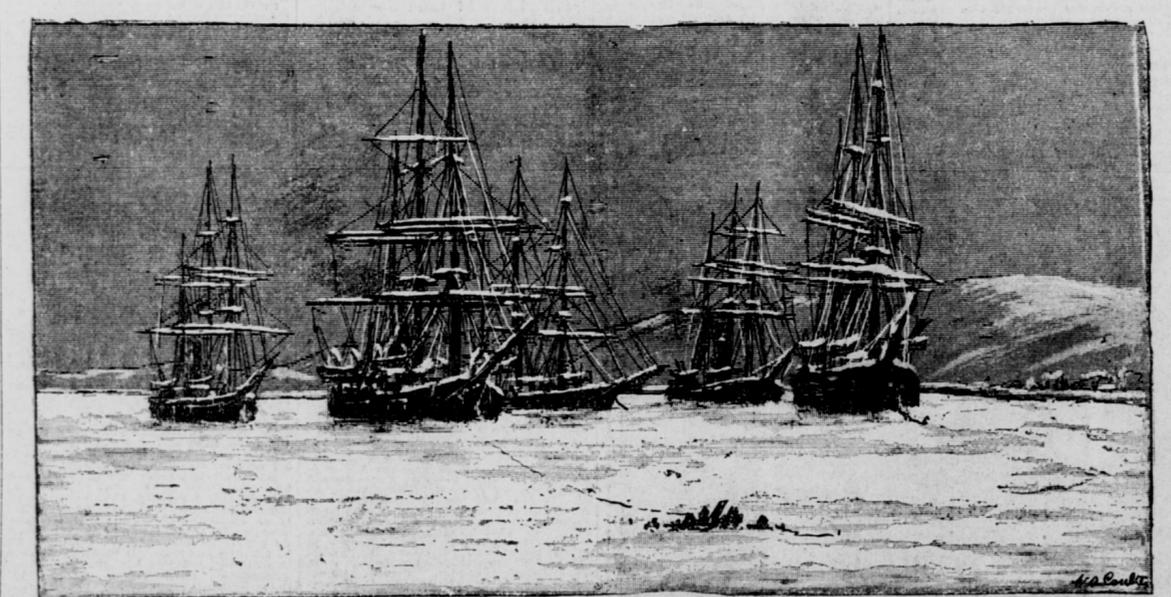
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HAY ASKS ENGLAND FOR AN EXPLANATION

NEW YORK, Dec. 25.—A special to the Herald from Washington says: Secretary of State Hay will have a thorough investigation made of the reported seizure by British agents of several cargoes of American flour off Delagoa Bay, South Africa. Instructions have been sent to the American Consul at Lourenco Marques, Portuguese South Africa, directing him to make a thorough inquiry and do everything in his power to prevent interference with American commerce by either belligerent.

Embassador Choate has also been instructed to make inquiries in London and to make such representations to the British Foreign Office as the facts in the case may justify.

CHRISTMAS DAY AMONG THE WHALING FLEET IMPRISONED IN THE ARCTIC



CHRISTMAS day in the frozen North is an occasion that brings a man awfully close to the Eternal, said Captain B. Cogan of the whaling bark Alaska yesterday. "The ship is frozen in and as far as the eye can reach there is nothing to be seen but an expanse of ice and snow. The sun has gone and the only light is the Aurora Borealis. It throws a bewitching light on hummock and stranded iceberg, while the imprisoned whalers stand out boldly against the Arctic sky. Suddenly a sailor appears on the forecastle head of one of the vessels and in a rich baritone, made doubly pleasing by the distance, he says, 'Glory to God in the highest, and peace on earth, good will toward men, from Heaven's all-gracious King.' In a few moments every man in the fleet is on deck and there is none but what bows his head during the singing of that Christmas carol.

The crews of four steam whalers and one "wind jammer" will celebrate Christmas day off the mouth of the McKenzie River this year. The steamers are the Narwhal, Balena, Grampus and Fearless. The first three belong to the Pacific Steam Whaling Company's fleet, while the Fearless is owned and commanded by Captain James McKenna. He has had a most remarkable run of bad luck and when last heard from the vessel was still "clean." McKenna has a host of friends in San Francisco, and many of them will wait him a wish for good luck and good cheer on Christmas day. With Captain McKenna are William Mogg, first mate; George W. Edson, second mate; John S. Lucas, third mate; William Starr, fourth mate; Theodore Pederson, Harry Slate, Stephen Pena and Frank Bauer, boatsteerers; Charles A. Stead, steward; E. Laise, chief engineer; C. Hedman, assistant engineer; O. L. Fredrickson and J. Davis, firemen, and Fred Wilks, carpenter.

"As for me, I saw the plains of Bethlehem, the shepherds keeping watch over their flocks by night, the angels in the Heavens, saying 'For unto you is born this day in the city of David a Savior who is Christ the Lord,' the multitude of the heavenly host praising God, and then again our Christmas carol, led by the singer on the Grampus, gave us 'Glory to God in the highest.' It was the most inspiring scene I have ever witnessed."