

**THE WEATHER.**

Forecast made at San Francisco for thirty hours ending midnight, September 12:

San Francisco and vicinity—Cloudy or foggy Monday; fresh west wind.

G. E. WILLSON,  
Local Forecaster.

TO BE TAKEN FROM the Library.\*\*\*

# THE CALL

SAN FRANCISCO, MONDAY, SEPTEMBER 12, 1904.

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**THE THEATERS.**

Alcazar—"The Second in Command."  
California—"Marta of the Lowlands."  
Central—"Only a Shop Girl."  
Chutes—"Vandeville."  
Columbia—"Evelyn."  
Fischer's—"Anheuser Push."  
Grand—"Princess Fan Tan."  
Majestic—"In the Palace of the King."  
Orpheum—"Vandeville."  
Tivoli—"The Toreador."

**BRIGANDS GO ACROSS THE BORDER**

**Train Robbers Escape Into the United States.**

Posse Hot on the Trail of the Canadian Pacific Bandits.

Highwaymen Tap the Wires and Send a Strange Message as a Part of Their Plans.

VANCOUVER, B. C., Sept. 11.—Today's developments in the case of the robbery of \$7000 from a Canadian Pacific Railway train fifteen miles east of here on Saturday night show that the robbers fled for the United States and are probably now safely across the border.

The robbery was planned to the minutest detail. After having robbed the express and mail cars the robbers forced Fireman Freeman to uncouple the engine and with it started for a point which they named two miles down the track toward Vancouver.

When they approached the place the leader said "This is the place," and ordered a stop. The robbers clambered off together, the leader backing away and covering the engineer with his revolver. "Now go back to your train," he commanded, and the engineer and fireman started back to where their cars had been left.

This morning the special train carrying the posse arrived at daylight on the scene and went over the telegraph with the fireman. The latter showed where the robbers jumped off. From there the tracks led plainly along the railway for 200 yards, then through a field to the bank of the Fraser River, close at hand. There the robbers had jumped into a boat, which they doubtless had previously prepared, and crossed the river. On the other side they started for the international boundary by the Mount Lehman road, a distance of eleven miles. They may have had horses, and could have reached American territory by daylight to-day.

**BANDITS TAP THE WIRES.**

The police are watching this district and inclosing the roads on all sides, so that there is still a chance of the men being captured before they reach Blaine or Bellingham. They left nothing behind to give the slightest indication of their identity. Their masks and outer clothing were either taken away or sunk in the river. The registered mail sack was carried away.

The mystery is increased by the receipt of a telegram yesterday from an unknown source directing the telegraph operator at Mission to have the express agent open the safe. The scheme of this message was evidently to suggest that the agent at Vancouver was away, or for some other reason that the combination could not be opened here. The telegram was signed "D." for the dispatcher, and is thought to have been sent by the robbers tapping the wires and using their own instruments. The message was sent from no station along the route.

The safe was opened, but contained nothing. The robbers had a bag of dynamite with which to blow it open if necessary. The sending of this telegram, together with other circumstances, shows that the robbers were familiar with local conditions. It is believed the robbers climbed on the blind baggage at Mission.

Neither the fireman nor the engineer heard a sound until the revolver in the hand of the leader touched the driver's shoulder. When the engine started he found this revolver and two rifles leveled at him from the coal tender. The only man in the train crew who had a gun was the express messenger, and he promptly put it away when the robbers appeared at the door with the muzzles of their rifles sticking into the ribs of the fireman and engineer.

## RUSSIAN CRUISER LENA REACHES SAN FRANCISCO, SURPRISING THE WORLD



RUSSIAN SHIP OF WAR WHICH SURPRISED UNCLE SAM'S PORT OFFICIALS AND LOCAL AUTHORITIES YESTERDAY BY STEAMING INTO THIS HARBOR WITH PHOTOGRAPHS OF HER OFFICERS, ALSO REAR ADMIRAL OF UNITED STATES NAVY IN COMMAND AT YERBA BUENA TRAINING STATION.

### Officers Report That Disabled Boilers Drove Her to This Harbor for Urgently Needed Repairs.

The unexpected appearance of the Russian cruiser Lena in San Francisco bay about noon yesterday excited unusual interest and gave rise to many questions of international law.

As soon as the news of the Lena's arrival became generally known the event was the one topic of conversation. There were many guesses as to her mission and many fears of diplomatic complications between Russia and the United States.

The big slate colored vessel steamed into the harbor with twenty-three slender looking rifles looking over her rails, the blue cross of St. Andrew on her white flag waving ominously from its staff. She stole slowly out of the thin fog that hung over the Golden Gate, her huge hull looming over the water, and came to a standstill as her anchor went down on the bay bottom off Meigs wharf.

That flag is the war standard of holy Russia and those guns are a part of the Vladivostok raiding batteries. Many cases of freight along the wharves are shrinking into the darkest corners of the sheds and the exultant "banzais" are hushed in Prospect place.

It was a surprise that a Russian cruiser slipped to the northward of Kamimura, carried away from the danger zone and found a safe berth in San Francisco's open port. Her appearance was the signal for all kinds of speculations in the public mind. There was general good feeling, how-

ever, when news of her friendly saluting of the American fleet became known, and when her captain visited the New York, the Marblehead, the Bennington and the Boston, a kindly feeling arose in place of doubt and the fear of complications.

The Lena is a converted steel cruiser of the Czar's royal navy. She was formerly the volunteer steamer Kherson, a freighter and passenger vessel of the Black Sea and Mediterranean and Vladivostok trade. She was built at Hebburn, England, in 1895, and is 492 feet long, 64 feet beam and 24 feet draught. The ship is registered at 10,225 tons displacement, has engines of an indicated horsepower of 12,500 and her twin propellers will drive her when she is fresh from the dry dock at 19 1/2 knots. The Japanese liner America Maru, which may be on this coast about October 1, and which may be an object of interest to the Russian, is an 18-knot boat.

**SHE IS WELL ARMED.**

The Lena has a battery of twenty-three modern rifles, as follows: Three 120 millimeters or 4.63-inch diameter, twelve 75 millimeters or 2.96-inch, eight 47 millimeters or 1.85-inch and one 37 millimeters or 1.46-inch. These guns are mounted on the spar deck without shields, and because of their open position are all able to command a wide sweep of fire. One of the 4.63's is on the topgallant forecastle, and she is a fast steamer that escapes that rifle carried over the sea in the wake of a hunted liner at the rate of nineteen and a half knots an hour.

She carries sixteen officers and 483

### Russia's Formidable Baltic Fleet Starts on Its Trip to Far East.

KRONSTADT, Sept. 11.—The Baltic fleet sailed to-day for the Far East. The vessels of the fleet are the battleships Souvaroff, Vice Admiral Rojestvensky's flagship, the Navarin, the Sissol, the Veliky, the Borodino, the Alexander III, the Orel, the Oleg and the Oslabya, Rear Admiral Voelkersam's flagship; the cruisers Admiral Nahakimoff, the Dimitri Donskoi, the Aurora and the Almaz, Rear Admiral Enquist's flagship, and several torpedo-boats and torpedo-boat destroyers. The fleet will merely touch at Libau, where it will be joined by twelve transports, colliers and supply ships, already waiting there, and will then proceed direct to the Orient.

The scene on the departure of the fleet was an imposing one. At dawn the first anchor was hoisted on the swift cruiser Aurora, which, accompanied by two torpedo-boats, slipped out of the harbor. The town was awakened by the booming of the guns of the forts as the Aurora sped toward Libau in advance of the main squadron.

**FAREWELL TO THE CZAR.**

At 2 o'clock in the afternoon, the time set for the departure of the remainder of the fleet, the Imperial yacht, with the Emperor, Grand Duke Alexis, the High Admiral, and other high naval officers on board, put out from Peterhof on the other side of the bay, with an escort of three torpedo-boats. Admirals Rojestvensky, Voelkersam and Enquist went on board the imperial yacht and personally said farewell to the Emperor.

Then, with the destroyers ahead and abeam, the Souvaroff led the squadron down the Finnish Gulf. The water front and piers and forts were crowded with spectators. The ensigns on the yachts were dipped and the guns of each chain of forts across the bay joined in an Admiral's salute, while from the signal masts above the forts fluttered a string of colored flags reading, "Good luck to the Baltic fleet on its long voyage."

The weather all day has been alternating from clear to cloudy, but as the fleet left port there was a burst of sun-

shine followed up on the southern horizon by the blur of a rain squall across the gulf.

**BRIEF STOP AT LIBAU.**

ST. PETERSBURG, Sept. 12, 2:33 a. m.—The departure of the Baltic fleet for the Far East is officially announced. Admiral Biriloff, commander of the naval forces at Kronstadt, will accompany the fleet as far as Libau, from which port this modern armada of almost forty pennants will sail immediately for the Orient.

The Admiralty does not state how long Admiral Rojestvensky will stop at Libau, but it is understood that it will be for only a few days.

The plan for the cruise has been divulged. Colliers accompany the fleet for the purpose of supplying the torpedo-boats and torpedo-boat destroyers, whose steaming radius is small. Other colliers have already sailed or are awaiting orders at foreign ports to meet the squadron on the way. All the vessels are equipped with apparatus for coaling at sea.

The general opinion is that the vessels will go by way of Suez, but some rumors say that the Cape route will be taken.

The decision of the Admiralty to send out the fleet in the face of the existing situation in the Far East is evidence of the temper of the Government to prosecute the war to the finish. It is understood that there was considerable divergence of expert opinion on the question of delaying the sailing of the fleet until the spring, but the Emperor turned the scale in favor of immediate departure.

In this connection there are other war moves. Mobilization in Southern Russia was announced to-day and practically all of the reserve officers of the navy have been called out.

**ARBITRATION AWARD IS AGAINST THE UNION**

Employees of the Republic Steel Company Must Submit to a Wage Reduction.

CHICAGO, Sept. 11.—Victory for the employers was the outcome of the conciliation plan of adjusting the wage differences between the Republic Iron and Steel Company and its 20,000 skilled employees, at Ashtabula, O.

The members of the Amalgamated Association of Iron and Steel Workers employed by the Republic Company were forced to submit to a reduction in wages. The decrease in pay will be from 2 to 13 per cent.

The most skilled workers will suffer the greatest reduction. The award was made after an all-night session.

**"BLACK HANDS" WRECK NEW YORK BARBER SHOP**

Carry Out Threat Against Life of Man Who Ignored a Demand for Money.

NEW YORK, Sept. 12.—The barber shop of Joseph Stravelli, on Third avenue, was wrecked by an explosion just before 1 o'clock this morning and twenty families living in the house were thrown into a panic, during which several of the tenants were hurt.

Six weeks ago Stravelli received a letter signed with a crudely drawn "Black Hand," in which he was ordered to deposit \$500 between two stones at First avenue and Thirty-eighth street. The letter closed by saying: "If you do not leave the money you take care of yourself."

## DISASTER ENDS TRIP OF LAUNCH

**Eight Persons Meet Death in the Delaware.**

Steamship Crashes Into a Small Craft Carrying Picnickers.

Cuts Pleasure Boat in Halves and Only Four of Its Twelve Occupants Are Saved.

PHILADELPHIA, Sept. 11.—The Delaware steamship Columbia, on its way from this city to Bristol, Pa., to-night crashed into a steam launch ten miles north of here, grinding it to pieces and causing the drowning of eight of the twelve occupants of the small boat. All of the party were Philadelphians. The dead:

JOSEPH FORTESCUE,  
WADE ADAY,  
THOMAS DUFFY,  
THOMAS CORVESCIER,  
ANNA YOUNG,  
JOSEPH PFROMER,  
MRS. JOSEPH PFROMER,  
ENGINEER JAMES BRIGGS.

The launch was owned by Joseph Fortescue and the party had been made up of his friends. The day was spent in a cruise up the river. The return trip was begun after nightfall, the pilot keeping close to the Pennsylvania shore. When a point near Andalusia was reached the Columbia suddenly loomed up in the darkness. Fortescue jammed his wheel to starboard, but just a moment too late. The big steamer struck the launch squarely in the middle and cut it in half, throwing all the occupants into the water.

A panic ensued among the passengers on the Columbia. Dozens of life preservers were thrown overboard to those in the water. A boat was quickly lowered. When the rowboat reached the spot only four persons could be found in the darkness. It is believed that several of the victims were crushed by the paddle wheels on the Columbia.

**RIVER OVERFLOWS BANKS AND DOES GREAT DAMAGE**

Hundreds of Homes in Settlements Along the Rio Grande Are Destroyed.

ALPINE, Texas, Sept. 11.—The Rio Grande River is on the worst rampage in its history and great destruction of property has already occurred at Presidio del Norte, Ofinito and many other smaller settlements situated on both sides of the river for a distance of 300 miles along its course. The valley is narrow along the river through the Great Bend region of Texas and the losses by destruction of crops there will not be heavy.

According to information received to-day from a mounted courier, who came direct from Presidio del Norte, more than 100 houses of that town, including the United States Customhouse, were washed away by the flood. The flood is said to have swept away whole settlements of houses occupied by Mexicans between Presidio del Norte and Brouquillas. No reports of loss of life have been received.

**INDIAN TERRITORY HAS A RACE ISSUE**

Red Men Threaten to Boycott Schools If Negro Children Are Admitted.

WASHINGTON, Sept. 11.—The Government may have to deal with a mixed school problem in Indian Territory. Reports have reached the Interior Department that some of the Indians of the Five Tribes are threatening to boycott the new schools which will be established in the Territory this fall if negro children are permitted to attend. It is said that protests from influential men in the Territory will be filed with the Secretary of the Interior against mixed schools and that much feeling exists.

The objection to mixed schools first came from the Chickasaws, who are said to take the position that Congress, when it passed the bill, intended that the appropriation should be expended on the education of Indian children alone.

**WHITE STAR LINER GOES ASHORE OFF SANDY HOOK**

Steamship Germanic Loses Bearings in a Thick Haze and Runs Aground.

NEW YORK, Sept. 11.—The White Star line steamship Germanic, in the service of the American line, which sailed for Southampton on September 3, went aground in the main ship channel, about three-quarters of a mile off Sandy Hook, about 11:30 o'clock to-night. A thick haze prevailed from the time. Reports from Sandy Hook show that the steamship does not appear to be in a bad position. She may possibly float clear at the next high water, to-morrow morning.

**SUPERINTENDENT OF DEAD LETTER OFFICE TAKES LIFE**

WASHINGTON, Sept. 11.—The dead body of David P. Leibhardt, superintendent of the dead letter office of the Postoffice Department, was found to-night. Evidently it was a case of suicide. There was a bullet in the temple. Several letters addressed to friends had been left.