

DISTRESS AT DAWSON

A Terrible Tale Brought by the Steamer Cleveland.

LAWLESSNESS REIGNS SUPREME

Provisions Sufficient to Supply the Camp Cannot Possibly Be Taken in Before the Closing of the River.

SAN FRANCISCO, Sept. 10.—The Examiner prints an extra edition containing the following news from Dawson City: "OTTER POINT, B. C., Sept. 10.—The steamer Cleveland has arrived from St. Michaels, bringing with her from the Yukon gold fields a story of distress and disaster. The miners she has on board and officers in charge of the ship tell a story of disorder and distress at Dawson.

Winter has set in at the mining city of the frozen north, and the two great stores of the place have closed their doors, for they have nothing to sell. Those who have been seeking gold must now seek for food or starve.

While there may be a tendency to exaggerate the actual conditions of affairs, there can be no question that famine threatens all the venturesome men and women who made their way to the Klondike.

Hundreds of unruly spirits are flocking to Dawson. Threats of violence are being made on every side.

Enormous prices are now being paid for food at Dawson, and it is impossible that more than four vessels with provisions can reach that camp before the river freezes.

Indignation meetings, heavy with murmured threats of vengeance, have been held at St. Michaels by those who see no hope of advancing up the river, and less of getting back to civilization.

The first signs of winter are apparent on the river Yukon, which is beginning to freeze, and in a few weeks will be closed against all navigation. A mishap has come to the Excelsior, and from the frozen north comes the story of another disaster in which forty-two men lost their lives.

On the Cleveland there are thirty-eight passengers who have come from Dawson City. There are few miners in this party that are able to tell of prosperity. Most of them wish to exaggerate their possessions, and if one were to believe the indefinite stories they tell he would say the treasure ship with which they come carried \$5,000,000. Captain Hall, of Cleveland, says he has \$100,000 in his safe. The purser believes he can account for \$150,000 on board.

The Cleveland left St. Michaels August 29th. She has some of the passengers of the P. B. Wear on board. The Wear left Dawson City in time to connect with the Portland and she not met with a mishap and stuck on the flats above Circle City.

The miners from Dawson report that on July 25th the stores of the Alaska Commercial Company and the North American Trading & Transportation Company closed their doors, and announced they had no more food to sell. When the announcement was made consternation seized upon the people of Dawson, with gold-seekers crowding in at the rate of 20 to 30 per day. Drunkenness and disorder, gambling and idleness were rampant.

At St. Michaels the condition of affairs is also the cause of greatest concern. There are not enough structures in town to accommodate the crowd, and scores of people are living in tents. Shortly before the Cleveland left St. Michaels two expeditions, those of the National City and of the South Coast, held indignation meetings, threatening dire vengeance upon those who had brought them there and then were unable to carry them further.

On August 26th the Excelsior left St. Michaels with a large number of miners and a large quantity of gold. Reports were current that her treasure amounted to a million dollars. Soon after leaving St. Michaels the Excelsior was caught on the dangerous flats of the Yukon and broke two blades of the propeller. When the Cleveland reached Unalaska she found the Excelsior undergoing repairs. It is probable she left Unalaska last Monday.

Shortly before the Cleveland left for Seattle on her journey home the United States revenue cutter Bear put into St. Michaels to tell another story of death and disaster in the ice-bound Arctic. The Bear had on board Captain Whiteside, his wife, the first and fourth officers and four seamen of the steam whaler Nevach. They are all that remain to

THE STRIKE ENDS

The Miners Have Accepted a Compromise

RECENTLY MADE BY OFFICERS

They Will Return to Work Soon—Twenty-one Corpses at Hazleton, Pennsylvania.

COLUMBUS, O., Sept. 11.—The miners' strike, which was declared on July 4th, was brought to an end this evening so far at least, as Western Pennsylvania, Ohio, Indiana and West Virginia are concerned, by the action of the convention of miners, who have been in session since Wednesday. After a day of voting and wrangling, the convention voted to accept the proposition of the Pittsburgh operators. The vote was 495 for, and 317 against, accepting the terms of settlement, and eleven votes were not cast. The delegation from Illinois, which had 250 votes, was unanimously against the settlement, and Indiana and West Virginia voted solidly to accept the proposition, but there were scattering votes among the Ohio and Pennsylvania men, against it. The resolution is as follows:

"Resolved, That we, the miners of Pennsylvania, West Virginia, Ohio, Indiana and Illinois, in convention assembled, do hereby agree to accept the proposition recommended by our national executive committee, viz: six-five cents in the Pittsburg district, and all places in the above named states, where the relative price can be obtained, to resume work and contribute liberally to the miners who will not receive the advance, over which the fight must be continued to the bitter end.

"Resolved, That the officers of the executive board and the district president, act as advisory board for the purpose of providing ways and means for the carrying of the strike where necessary, provided, however, that no district resume work for ten days, for the purpose of giving the miners in other districts time to confer with the operators and get the price if possible."

While ten days is provided for the miners to resume work, it is probable that many Ohio and Pittsburg mines will be reopened on Monday. The Illinois men will be called in convention at Springfield, on September 19th, to determine what shall be done in that state. A resolution was adopted denouncing the action of the deputies in firing into the striking miners at Hazleton.

The Wounded and Dead.

HAZLETON, Pa., Sept. 11.—Twenty-one corpses lie tonight in the frame shanties scattered about this hilltop town. Forty maimed, wounded and broken figures are lying on the narrow cots of the Hazleton hospital. Of these it is almost a certainty that five will be added to the death list before another day dawns. Such was the execution done yesterday, by the deputies sheriff, armed to the teeth, upon about 150 ignorant foreigners, whose total armament consisted of two little penknives. These facts are undisputed.

A Proclamation.

HARRISBURG, Pa., Sept. 11.—On account of the horrible slaughter yesterday afternoon at Latimer, in the coal region, Governor Hastings tonight issued a proclamation, calling on all good citizens to preserve peace.

MORE GOLD FROM ALASKA.

Steamer South Coast Has Returned With a Crowd of Lucky Miners.

SEATTLE, Sept. 11.—The steam schooner South Coast, from St. Michaels, arrived this afternoon. She brought down twenty-six passengers, but most of them went ashore at Port Townsend, and took boats for different sound points. Captain Zaddart places the amount of gold brought down by the South Coast, at \$350,000, but from information gathered from miners, returning here, it is believed that this amount is to high by at least \$200,000. The miners will not say how much their clean-up has been, but it is safe to place the amount aboard the South Coast, at less than \$100,000.

The most important news brought by the South Coast, is the safe arrival at St. Michaels, of the river steamer P. B. Wear, which stuck on a sand bar for over two weeks below Circle City. The arrival of the Wear will be good news to the people of Dawson City, who are threatened with a famine this winter. When the South Coast left the Wear was loading supplies, and it was expected she would leave up the river in a day or two, with a 500-ton cargo. Her voyage up should not consume more than twenty-five days, which would put into

"My boy came home from school one day with his hand badly lacerated and bleeding, and suffering great pain," says Mr. E. J. Schall, with Meyer Bros' Drug Co., St. Louis, Mo. "I dressed the wound, and applied Chamberlain's Pain Balm freely. All pain ceased, and in a remarkably short time it healed without leaving a scar. For wounds, sprains, swellings and rheumatism I know of no other medicine or prescription equal to it. I consider it a household necessity." The 25 and 50 cent sizes for sale by Blakeley & Houghton.

Cash in Your Checks.

All county warrants registered prior to March 12, 1893, will be paid at my office. Interest ceases after Sept. 7, 1897.

C. L. PHILLIPS,
County Treasurer.

ANDERSON NOT LOST

The Ancient Side-Wheeler Is Safe at Dutch Harbor.

A SERIOUS CRISIS AT DAWSON

Previous Reports Regarding a Shortage of Provisions Confirmed—Details of the Anderson's Perilous Voyage.

SEATTLE, Sept. 13.—The steamer Humboldt arrived this morning, eleven days from St. Michaels, and brought news that the Eliza Anderson is safe. The Anderson is anchored in Dutch Harbor, where she arrived on the 4th inst., and where she is now detained by revenue officers. Her passengers have by this time entered Behring sea on the schooner chartered for that purpose.

Two passengers of the Anderson were so frightened that they gave up their search for gold and returned south on the steamer Humboldt.

The Humboldt brought back fourteen passengers and about \$15,000 in gold. Mayor Wood, who chartered the Humboldt, is still at St. Michaels, but letters received from him indicate that all is well with him and that stories of dissension and strife on the part of members of the expedition are untrue.

The Humboldt brings back news which reiterates the stories of the untold wealth of the Klondike and Yukon, and verifies the previous rumors of a shortage of the food supply in the interior. "There will be privation, sickness, starvation, scurvy and death on the Yukon this winter" is what returning gold hunters say.

Only seven of the passengers on the Humboldt have money. It is impossible to get them to say what they have, but the purser of the Humboldt who knows about the amount of gold brought back, gives the following figures:

G. A. Wagner \$ 900
E. Turner 500
J. F. Crieder 2,000
W. Urquhardt 900
J. D. Rogers 2,000
D. F. Atkins 4,500
Captain J. Whitesides 4,200

CONDITIONS AT DAWSON.

J. N. Secretan, who came back on the Humboldt, and who has but very little cash, says he came out to avoid starvation at Dawson. He said: "Thus far upwards of 1500 men have pushed their way over the passes from Skaguay and Dyea, and have arrived at Dawson City. The influx of miners over the passes has frightened old-timers in the interior, and all that can command money are coming out to winter in the state, and thus avoid what they believe to be a winter of hardship, suffering, perhaps murder and thievery.

A SERIES OF MISHAPS.

"We left Dawson on July 26, on the steamer P. B. Wear. At midnight on the 27th the steamer ran on a bar below Circle City. After waiting seven days we were transferred to the steamer Healy, and arrived at St. Michaels on August 25.

"On the next day we took the Excelsior for San Francisco. On the morning of 27, the Excelsior went aground in ten feet of water in Behring sea, twenty miles from land. The passengers moved twenty tons of coal from her hold to lighten her, and at midnight she floated, having broken two wings of her propeller. She reached Unalaska on September 1. On the 2d they tried to beach her, and on the 3d succeeded. On the 4th they took off her propeller, and on the 5th put on a new one. On the 6th she sailed via Unger for Dutch Harbor, where we took the Humboldt for Seattle.

"On the way from Dawson City I have paid three fares. First to the N. A. T. & Co., \$150 for passage to Seattle, then \$120 to the Excelsior, and again \$75 to the Humboldt. I cannot say too much for the Humboldt. It is by far the best equipped steamer on the route."

W. B. PRICE, of Danville, Ill., who went up on the Eliza Anderson, and who left the vessel at Dutch Harbor, returned on the Humboldt, and is in this city. He said: "The entire trip was one series of mishaps. The third day out from Dixon's entrance bad weather came on, and the wind blew terrifically. The waves would lift the guard up and leap under it. During the first night after the storm began the rudder chain broke five times. Of course after this broke there was no controlling the boat. Every minute it seemed that it would go over. The passengers were thrown out of their bunks, and it was possible to stay in bed. The crew was insufficient to man the pumps, so the passengers took the pumps in

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ROYAL
BAKING POWDER
Absolutely Pure.

Celebrated for its great leavening strength and healthfulness. Assures the food against alum and all forms of adulteration common to the cheap brands.

ROYAL BAKING POWDER CO. NEW YORK.

charge. I myself was placed in charge of the pumps. I divided the passengers up into squads of four men each. Each squad worked two hours. I also did sounding to see how much water there was in the hold. We kept this up for 48 hours and during that time the boat drifted back 100 miles.

"The second day of our trouble the other boats of the fleet were in sight. Then the Merwin, which was being towed by the Holyoke along with the Bryant and Politofsky, broke loose and the captain of the Holyoke turned about with the other two boats in tow and picked up the Merwin.

NO COAL TO BE HAD.

"The next place we reached was St. Paul, on Kodiak island. We should have taken on coal enough there to get her to Dutch harbor, but could not get it. After leaving St. Paul the sea was very heavy and we were forced to cruise along the shore. We got within 100 miles of Dutch harbor when the coal gave out. We were rigging a small boat to send out for relief when we sighted a small fishing smack with one man in it. He told us we could reach an abandoned cannery about twenty miles distant, where coal had been lying for five or six years. We just had about enough coal to reach that point. All day long the passengers worked in a drizzling rain to take on coal.

"Finally, on September 4th, we reached Dutch harbor. Captain Cooper, of the Northern revenue squadron, boarded us at Dutch harbor, and seeing the unseaworthy condition of the Anderson, forbade her to go further. It was not necessary for him to go below deck, but immediately upon seeing that we had an insufficient number of lifeboats, he gave the order to tie up there. The passengers of the Anderson, with the exception of George Scott and myself, raised \$1000 to charter the schooner Barinoff, to take the passengers from there to St. Michaels. The conditions of the trip of the Anderson from Dixon's harbor cannot be pictured too vividly!"

It was a remarkable statement that Captain Chilcote, one of the incorporators of the company which runs the Anderson, made to Captain Bonifield, of the Humboldt this morning. He said: "We knew the Anderson was unseaworthy, especially for an ocean voyage, but we were bound to get her there anyway. We put her in charge of one of the best sea captains on this coast, Captain Powers. If anybody could get her there he could."

THE HUMBOLDT'S PASSENGERS.

There were only two passengers who went up on the Humboldt who decided to return and make the trip again from Seattle in the spring. They were Dr. A. C. Posey, of Oakland, Cal., and J. A. Williams, of San Francisco.

The Humboldt's complete passenger list is as follows: Dr. A. C. Posey, Mrs. E. Cronister, G. A. Wanger, E. Turner, J. F. Crieder, W. Urquhardt, J. F. Williams, Captain J. Whiteside and wife, W. B. Price, George Scott, J. N. Secretan, Mrs. Woodward and five children, J. B. Rogers, D. F. Atkins, Mrs. A. Clark.

Something to Know.

It may be worth something to know that the very best medicine for restoring the tired out nervous system to a healthy vigor is Electric Bitters. This medicine is purely vegetable, acts by giving tone to the nerve centres in the stomach, gently stimulates the Liver and Kidneys, and aids these organs in throwing off impurities in the blood. Electric Bitters improves the appetite, aids digestion and is pronounced by those who have tried it as the very best blood purifier and nerve tonic. Try it. Sold for 50c or \$1.00 per bottle at Blakeley & Houghton's Drug Store. (2)

Andrew Keller has just received a shipment of fresh oysters, which he will serve in any style to his customers. From now on oysters can be had at his bakery and cafe. 7-2t

NOTICE

TO HOLDERS OF SCHOOL WARRANTS:

All outstanding warrants of this school district (No. 12, city) will be paid on presentation at the bank of French & Co., The Dalles, Oregon, on Thursday Sept. 9, 1897. Interest on outstanding warrants ceases after Sept. 8, 1897.

By order of the board.
GEO. P. MORGAN,
District Clerk.