THE SEATTLE POST-INTELLIGENCER.

VOL. XXXII., NO. 94. SEATTLE, WASHINGTON, WEDNESDAY, AUGUST 18, 1897. EIGHT-PAGE EDITION.

BACON FOR KLONDIKE.

About the most particular article in the outfit is Bacon.

Ours is the very choicest Eastern meat, is especially selected and cured and the very best that money can buy.

COOPER & LEVY

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Chamois Skin Vests in Midsummer?

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For the Yukon.

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BORACIC ACID prevents scurvy. We put it up in tin cans.
POWDERED SABADILLA prevents vermin in the blankets. You will get 'em, sure.
SACCHARIN TABLETS permit you to carry the equivalent of 25 pounds of sugar in the vest pocket. Call on us. We can explain many things to you.
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The Commodious and Fast Sailing Steamer "Portland"

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For Fort Get There, St. Michaels Island, Alaska, mouth of the Yukon river, making connections with the river steamers Weare, Cudahy, Hamilton, Healy, Power and Klondike. Passengers will be landed at Circle City, Fort Cudahy and Klondike gold mines on or before June 15, 1898.

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Placer and quartz mines bought and sold. Investments in mining property made, saving expense of sending agents. Our agents and experts are on the ground and have been for years.

We will issue letters of credit on our company at its posts—Circle City, Alaska, and Fort Cudahy, Dawson City and Klondike gold fields, Northwest Territory—at a charge of 1 per cent.

To those taking passage on steamer Portland employment will be given if they so desire cutting and banking steamboat wood at the rate of $4 per cord.

Large stocks of supplies of all kinds will be found at Fort Get There and Hamilton on the Lower Yukon. For particulars apply

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GOLD DUST We pay highest price for gold dust and bullion and old jewelry. Our new furnaces give us unexcelled facilities for smelting and repairing. We keep a full supply of all sizes of gold scales.

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Miss F. Wilinski, Graduate Optician, has her office in our store. "A GUARANTEE WITH EVERY WATCH WE SELL."

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YUKONERS, TAKE WARNING.

The great demand for eye protectors has induced everybody without any scientific knowledge to sell anything in cheap goggles and so-called eye protectors not fit to wear, while certain colors are positively injurious and will not prevent snow blindness. We can supply the best eye protectors made. With our experience and scientific information we know what the different colored eyes require.
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For Alaska Miners, Explorers and Surveyors.

MARTIN A. PINSKA, Practical Furrier of St. Paul, 508 First Av., Seattle, Wash.

WILL FORCE A FIGHT.

Coal Operators Combine to End the Strike.

VIOLENCE FEARED AT COFFEEN.

But Gov. Tanner Refuses to Send Troops—Almost Martial Law at Turtle Creek—Women Will March in Place of Men—Uniformity Agreement Not Adopted—Strikers Gain Along the Ohio River.

CLEVELAND, O., Aug. 17.—The operators of twenty-five Pennsylvania coal mines held a conference in this city today, at which it was determined that the mines in the Pittsburg district should be started and operated without further delay, on the ground that the miners have taken a high-handed position, that nothing but an unreasonable price for mining will satisfy their demands, and that they have been unwilling to treat with the operators on any fair grounds; also that there is no other course left open to the operators at this time. It was determined that all coal sold at the 54-cent basis of mining this year must be mined at this price. No change in the price of mining will be considered until the contracts made at the 54-cent basis are filled and the uniformity agreement is completed.

At least three-fourths of the tonnage of the Pittsburg district was represented at the conference, and all are unanimous, and agreed to, if necessary, forcibly resume operations, with the exception of M. A. Hanna & Co.

HILLSBORO, Ill., Aug. 17.—Six hundred striking coal miners, eight abreast, invaded Coffeen at 4:30 this afternoon, throwing aside the deputy sheriffs doing guard duty and going through the town pell-mell. The officials ordered the guards not to shoot, but they began making arrests as fast as possible. Gen. Bradley was the first man placed under arrest, and three guards came to this city with him as fast as horses could travel. He is now in the county jail. Other prisoners are on the way here. No shots were fired and no blood was shed.

The invasion was for the purpose of inducing the men at work in the mine there to cease and join the strike. The sheriff will increase his force of deputies, and the invaders will be compelled to leave town or there will be a conflict.

Tanner Won't Send Troops.

SPRINGFIELD, Ill., Aug. 17.—Gov. Tanner this morning received the following telegram:

COFFEEN, Ill., Aug. 17.—John R. Tanner, Governor: One word from the governor will disperse 500 or more miners who are now besieging the village of Coffeen. Will you say that word now, or wait until the little town is in ashes and possibly lives lost. The presence of the state militia might serve a good purpose at this time. The miners declare their intention of disregarding the proclamation this evening. What shall I do?

HENRY N. RANDLE, Sheriff.

The governor replied as follows:

SPRINGFIELD, Ill., Aug. 17.—Henry N. Randle, Sheriff, Coffeen: In reply to today's message calling for troops, I will say that I am advised that so far there has been no personal harm, no destruction of property and no infraction of the law at Coffeen. I shall not, on the vague anticipation of mob violence, send troops to Coffeen. In the meantime it is your duty to preserve the peace and protect life and property.

JOHN R. TANNER.

Practically Martial Law.

PITTSBURG, Pa., Aug. 17.—Martial law, to all intents and purposes, has been declared in Plum, Patton and Wilkins townships by Sheriff Lowry. The mines of the New York and Cleveland Gas Company are all in these townships, and all roads leading to them will be patrolled by deputies. Persons who cannot give a satisfactory account of themselves will be ordered to leave the neighborhood, and upon refusal, be arrested. The sheriff will not attempt to break up the camp of the strikers until the court has passed upon the question, but announced today that he is determined to stop marching and trespassing on the company's property.

There are now nearly 800 men in camp at Plum Creek. After the mutiny at Sandy Creek yesterday the camp at that point was abandoned and the men went to Plum Creek.

The Women to March.

Last night it was decided to have the women march, and the wives and daughters of the strikers will now take up the work which the men have been enjoined from doing. It is the intention to begin tomorrow and have the women do the marching while the men remain in camp. The leaders think the injunction is not operative against women and it remains to be seen what the outcome will be. Sheriff Lowry said he would disperse the women as quickly as men, as he interpreted the court's order to enjoin not only the men, but all who attempted a show of force or interfere with the mines.

The Farmers to Help.

A new element is to be introduced in the situation at an early date. The farmers of the entire country surrounding the several camps are making extensive preparations for a demonstration to show their sympathy for the strikers. They propose to have a parade, headed by a band, march down the Saltsburg road and up over the hills.

About 600 strikers from Thom's run, accompanied by 150 women and children, marched to Camp Victory, near Canonsburg, today. They will remain at the camp until Saturday, when a meeting will be held.

At Turtle Creek, fifty strikers marched from Camp Determination this morning on the Oak Hill mines. This was done unexpectedly and in violation of the restraining order temporarily continued by the court yesterday. Before reaching the mine Sheriff Lowry and a posse met the marchers and ordered them back to camp. The strikers reluctantly returned.

Not Much of an Injunction.

The miners' officials express themselves as well satisfied with the injunction proceedings. "According to the court," said President Dolan, "the injunction only restrains us from anything we have not done and from what we do not intend to do. The camps will be continued as usual until further notice."

Samuel De Armit is under arrest. Neither he nor the sheriff will say for what, but the strikers say it is to prevents his arrest by any constable.

Suits and counter-suits promise to be one of the most prominent features of the coal miners' strike. While the New York & Cleveland Gas Coal Company has been prosecuting its injunction case, the miners have been gathering material on which to bring suits, not alone for wages, but for trespass.

Uniformity Scheme Fails.

In the opinion of a number of coal operators, the uniformity agreement, admittedly a good thing, will not receive the support its articles are said to warrant. A canvass of operators shows that they are not rushing to the committee with signed agreements in their hands. The committee claims to have secured the signatures of a number of coal firms and operators whose places of business are out of the city. So far as can be ascertained, however, the only Pittsburg firms that are enrolled are those represented by J. J. Steytler, who signed only for his Panhandle mine; Henry Florsheim, who was the first man to place his name at the foot of the articles, and David D. Breckenridge, of the Eclipse Coal Company, whose mines are at Coal Center.

Protection Not Needed.

EVANSVILLE, Ind. Aug. 17.—Both the sheriff and the police were ready to give protection to the owners of the First Avenue coal mine, and to those of the miners who still desired to work, but when the deputies of one and a squad of the other arrived at the mine early in the morning, they soon found that their services were not needed.

Where the Strikers Gain.

WHEELING, W. Va., Aug. 17.—The strikers show material gains in all sections of West Virginia today. In the Wheeling district there is not a miner working, while on the Ohio side of the river the last man, except those who are to furnish coal for water and electric light plants, will be out tonight. In the Fairmount district the leaders did not succeed in closing the Montana mine entirely, but they made decided gains.

MADE BY AN EXPERT.

Counterfeits Which Have Withstood Thirty Years' Scrutiny and Have Cost Victims Large Sums.

WASHINGTON, Aug. 17.—There were presented to the treasury department today for redemption two $1,000 7-30 notes of the issue of June 15, 1865. The persons making the presentation were a business firm of Louisville, Ky. Upon examination, the notes were found to be counterfeits, which appeared in the principal bond markets about 1865 and 1867. The imitation of the genuine is so complete that many of the principal dealers in United States securities purchased them freely, and only discovered that they had been victimized when the notes were thrown out by the authorities at Washington. The loss to bankers and dealers through this counterfeit amounted probably to several hundred thousand dollars.

The only marked difference bewteen the original and the counterfeit is found in the red seal. The points surrounding the seal in the genuine are broader, more clearly defined, and not so long. There is also a slight difference in the signature of Gen. Spinner, who was the treasurer of the United States at the time of the issue of the original notes. In the genuine note is a small spot just below the bar between the baskets of the balance which the figure of America holds suspended.

At the secret service office it is said that the plate from which these notes were printed was captured November 21, 1867, from William E. Brockaway, who is now serving a term of ten years in the Tremont, N. J., penitentiary for counterfeiting $500 gold certificates.

Expert Counterfeiter Convicted.

SAN FRANCISCO, Aug. 17.—A jury in the United States district court today found "Doc" Stark guilty on two counts of the indictment against him in connection with the counterfeiting operations of the Rogers gang. While Rogers is supposed to have originated the idea of counterfeiting, made the molds and did the casting, and even the gilding, it is believed that it was through Stark's superior knowledge of electrotyping, due to his education as a chemist, that sufficient skill was finally developed to enable them to make coins that could be readily passed. Sentence will be passed on Stark a week from today.

NEED OF MORE DRY DOCKS.

Impressed on Navy Department by Sending of Indiana to Halifax.

WASHINGTON, Aug. 17.—Admiral Bunce, commander of the New York navy yard; Commodore Chadwick, chief of the equipment bureau, and Naval Constructor Daniel were in conference with acting Secretary Roosevelt at the navy department today considering in a general way the subject of dry docks for the vessels of the United States. Preliminary to the preparation of the question of drydocks to be submitted to congress at its next session, the necessity which compelled the Indiana to go to Halifax to be docked has aroused the navy department to the importance of having a system of docks which can be utilized for any of our vessels.

There have been many attempts in the past to secure better docking facilities. Several plans for the building of large docks have been proposed, but none has yet been found satisfactory. Navy officers have urged the importance of having a large dock either at Boston or Portsmouth, N. H., also at Norfolk, Va., and at some point on the gulf, possibly in the mouth of the Mississippi river near Algiers, La., and another on the Pacific coast. It is expected that recommendations for more docks and the urgent necessity of two or more capable of holding the largest battleships will be set out in the project to be submitted to congress by the navy department.

WASHINGTON, Aug. 17.—The board convened by Acting Secretary Roosevelt to consider the project for dry docks has been in session during the day, and will continue to examine into the matter as long as Admiral Bunce can be absent from the New York navy yard. The bureau of yards and docks is now having condemnation proceedings made at Port Royal, S. C., preparatory to dredging the channel to the dock at that place. This dock is large enough for the Indiana or any of the battleships, but cannot be reached owing to the shallow channel. Work of dredging the channel would have been begun before, but it was necessary for the government to acquire a strip of land upon which to deposit the dredging to make a channel which would not be filled up as soon as completed. Early next month a contract will be let for dredging a channel deep enough for the large ships.

BULWARK OF THE NATION.

Over 16,000,000 School Children in the United States.

WASHINGTON, Aug. 17.—The report of U. S. Commissioner of Education Dr. Wm. T. Harris for the year ended July 1, 1896, has just been completed. It shows a total enrollment in that year in the schools and colleges, both public and private, of 15,997,197 pupils. This was an increase of 308,557. The number in public institutions was 14,465,371, and in private institutions 1,535,826. In addition to all these, there were 418,000 pupils in the various special schools and institutions, including business colleges, music conservatories, Indian and reform schools, making the grand total enrollment for the whole country 16,415,197.

Studying the Armor-Plate Business.

BETHLEHEM, Pa., Aug. 17.—Nearly eight hours were spent today by Commodore Howell and the armor plate investigating board at the Bethlehem Iron Company's plant. In addition to witnessing the casting of a large ingot and the bending of a sixteen-inch turret plate for the Kearsarge, the visitors saw the placing of a big ingot in the furnace for heating preparatory to being forged tomorrow. Every attention is given to the committee and the members are assisted in every possible way in their efforts to obtain information upon which to base a report to the secretary of the navy as to the advisability of the government erecting its own plant for the manufacture of armor plate.

Neuralgia, and long depression, cause the hair to turn gray prematurely. Hall's Hair Renewer will restore the color, and prevent the hair from falling.

Wilson's Yukon Guide, new edition from press July 30th; all information to date about new fields and new routes. New maps; half-tone view of Dawson City; copyrighted. Price, 75 cents; maps, 50 cents. Send order at once. The Calvert Company, 716 First avenue.

CASTORIA.

The fac-simile signature of Chas. H. Fletcher is on every wrapper.

THE AERIAL VOYAGER.

Confirmation of the News of Andree's Safety.

THE BALLOON AND ITS CREW.

How Prof. Andree Conceived and Carried Out His Scheme to Reach the North Pole—His Daring Experiments on the Baltic Sea—How the Balloon Was Built and How It Was Steered—Probable Points of Landing.

CHRISTIANIA, Aug. 17.—Information received here confirms the report published in a dispatch from Hammerfest, Norway, saying that searchers for Herr Andree met the sailing vessel Alken about July 22, and were informed by her captain that one of the crew had shot a carrier pigeon between North cape and Seven islands on the north coast of Lapland, bearing a message from the explorer, addressed to the Aftonbladet, of Stockholm, which read as follows:

"Eighty-two degrees passed; good journey northward. ANDREE."

The date of the message was illegible. The pigeon carried a letter, also addressed to the Aftonbladet, but the captain of the vessel declined to surrender either. The captain is familiar with Andree's plans and is greatly interested in them.

The news arrived here indirectly. The captain of the Alken communicated the information to the commander of the ship Injeperd, of Tromsoe, the latter transmitting the news to the commander of the steamer Express, upon which the Lorner polar expedition was coming home, and the Express finally passed the news along to the steamer Lofoen, which brought it here.

Prof. Andree's balloon journey to the north pole is the result of over twenty years' study, experiment and preparation, beginning on a trip to the Centennial exposition at Philadelphia in 1876, says the Philadelphia Record. He was then but 22 years old, but, being struck with the regularity of the trade winds on the Atlantic, he conceived the possibility of a balloon voyage from Europe to America. The idea was ridiculed, but it grew in his mind and he pursued his experiments on returning to Sweden. He planned the balloon sail which he is now using, and he also conceived the drag ropes khich he is using to guide his ship. He sailed along the Baltic shore and sent his balloon against the cliffs to test lowering and rising.

Four years ago he made his highest ascent. It was at Gothenburg, and his balloon shot up 6,000 feet or a little over a mile in the first half hour. But it did not stop there. Up and up it went until Andree was five miles from the ground. He struck zero at three miles and would have fainted, but for his foresight in taking along a can of oxygen, which he inhaled through a rubber tubing.

On October 19, 1893, Andree crossed the Baltic sea at a height of two miles from the water. He has had several narrow escapes with his life, and during a trip from Gothenburg to Gotland had only one bottle of beer and two sandwiches, which he had laughingly said would be sufficient. He suffered greatly from thirst and hunger. Four times he was nearly drowned. Twice he broke a leg, twice a shoulder blade, once an arm and once his nose. This is the man who dares an Arctic trip.

A few years ago he published his plan to reach the North pole in a balloon, which he estimated would cost $36,000, and with the aid of Baron Nordenskjold, interested King Oscar, who subscribed the greater part of the cost from state funds. The balloon was built at a cost of $10,000 by Henri La Chambre, an aeronautical engineer of London, from Andree's plans.

It has a diameter of sixty-seven feet, and from top to bottom of the basket is ninety-seven feet. Its volume is 162,386 cubic feet, and it is constructed of Chinese pongee silk, which will stand a tensile stress of two tons to the square inch. The upper part of the balloon has three thicknesses of this silk, and the lower part but two, the difference being thought necessary to protect the big bag from the sun's rays. The Arctic sun shines until August 24 this year. The thicknesses were glued together and sewed, and then thoroughly varnished inside and out. Enclosing the balloon is the net, the strands of which are nearly two inches in thickness. The weight of the balloon without accessories is almost one ton.

Living in the Clouds.

The fearless voyagers are traveling in a small suspended house, four and a half feet from floor to roof, and six feet from side to side, constructed of wicker work. Six hempen cords, nine feet long and an inch and a half thick, suspend the car from the balloon, and entwined with these, running around in circular form, are six cords that form a net work or parapet which reaches four feet above the roof. There were 4,400 pounds of weight in this car when it left Spitzbergen, 2,875 pounds of which was sand.

The little cottage, about the size of a girl's playhouse, that the three explorers were to live in, is a marvel of abbreviated space. In it are stored provisions, live pigeons, instruments, ammunition and what not. There is also a bedstead for one person, it being Andree's plan that one shall sleep while two will be on the watch with powerful telescopes and instruments to tell civilization what there is at the pole. There are little windows in the side, and a small hole in the floor.

The observers will stand on the roof of the car, but will be protected by the net work parapet. The thermometers, barometers, sextants, an altazimuth, an anemometer, an instrument for determining the direction and velocity of the clouds, one for recording the intensity of the sunlight, another for showing the true horizon, compasses, a magnetometer, a theodolite and two photograph cameras are suspended to a ring just above their heads. From the larger ring hangs a confusing mesh of rope-work, which contains about 300 pockets, in which are stoted various articles of food and necessity.

Cooking Their Meals.

The explorers had arrangements for warm meals three times a day. For cooking, an apparatus will be dropped down fifteen feet through a hole in the floor and a small oil lamp lighted from above by a pull of a string. After the beefsteak is cooked, a pull on another string will put the fire out. Then the food will be pulled up and eaten. This precaution is taken to preclude any possibility of the balloon catching fire. The cooking apparatus was invented by a Swedish engineer purposely for Mr. Andree.

The explorers had with them a patent collapsible boat, so that if they were dropped into the water, they could immediately pull the boat out accordion-like, and paddle to the nearest iceberg. The car was also so arranged that if they cared to, it could be detached from the balloon almost instantly.

Steering the Balloon.

It was not Andree's purpose to stay at any great height. He wanted to keep close to the earth—500 feet if he could—to better study the topography of the country. He started with a south wind, but as Gen. Greely says, it can hardly be expected that this wind will keep up straight for the 600 or 700 miles to get to the pole. But the far-sighted and resourceful Andree provided for this. He invented a steering apparatus, which is a wonderful thing. He took three heavy hawsers of varied length, the shortest being 1,000 feet long, or a fifth of a mile, and the longest 1,400 feet. On the bottom of these he placed a weight—just enough to keep the rope close to the ground. These ropes hang from the bearing ring that is just above the car and drag along the ice, or in the water, as the case may be. As these ropes drag along they are shifted by the voyagers as they will, so that their weight and hold on the balloon would affect their course in one way or the other.

Sails to Help the Airship Along.

Rigged from the top of the car to the mouth of the balloon inside the net are two sails, which are stretched on bamboo poles, and which present an area of ninety-four square yards, or a quarter of the cross section of the hanging net, to the wind. The sails are attached by three straps to the large iron ring, so that Mr. Andree has not only combined the common principles of being lifted into the air by balloon and forced along with the air current, but by his sails obtains speed, and by his dragging ropes, steering.

From his experiments Andree said he was confident that he could steer his balloon at an angle of 45 degrees, so that with either a southwest or southeast wind, he could steer to the pole. It was said in the cable dispatches describing Andree's departure that these steering ropes had been left behind in the hurry of embarkation. It was subsequently learned that he had plenty of other rope in his basket, which he could easily rig up.

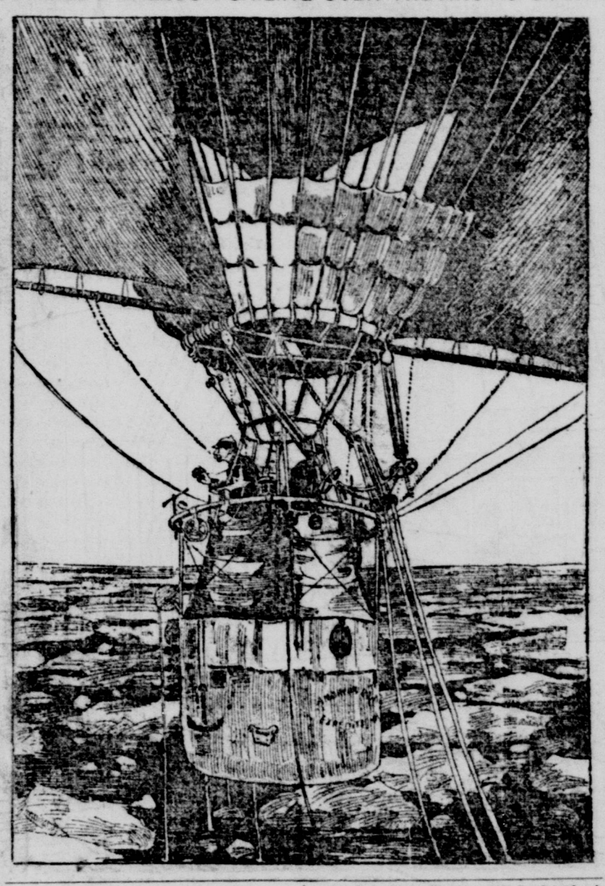
In case one of these ropes should catch in an ice crevice and threaten to wreck the balloon, or even to hold it stationary, Mr. Andree will clamp on to the rope a cylindrical metal tube, in which are two sharp knives on a spring. This will slide down to where the rope is fast to earth, and a sudden jerk on the twine that governs the knives will cut the drag rope free. This is very similar to the instrument which is used by the life saving station crews along the Atlantic coast to cut free a breeches buoy line from a wreck.

The point of departure selected was Spitzbergen, on the Danes islands, 400 miles off the north coast of Norway, because a south wind, if it carried the balloon thence across the pole, would land it in Alaska or Siberia near Bering straits. The balloon was taken thither in 1896 by a steamer, which also carried thirty-five tons of sulphuric acid to generate hydrogen gas. An octagonal wooden house, twenty-three feet eight inches across and sixty-five feet seven inches high, was built, and within it the balloon was inflated. When the balloon had been raised the car was attached below just before departure.

The start was delayed by various causes until this summer, and meanwhile the party lived on board the steamer Svenskund. The balloon sprung a leak, which

Continued on Page 2.

ANDREE'S BALLOON SAILING OVER THE ARCTIC OCEAN



BUT SHE DID NOT SAIL.

Steamer Humboldt Held by Excited Passengers.

THEIR LUGGAGE ON THE DOCK.

Angry Klondikers Besiege Mayor Wood and Demand That Their Baggage Be Taken on Board—Hot Speech by Arthur Seymour—The Mayor Endeavors to Explain—A Committee Is Appointed and the Difficulty Is Adjusted—The Vessel Libeled by a Number of the Passengers—Prospect of Sailing Today.

Excitement ran high at the Arlington dock yesterday afternoon, and for an hour there were threats of "gun plays," mutinies and violence among the infuriated passengers on the steamship Humboldt.

The steamer was scheduled to sail at 2 o'clock, a notice being posted that passengers would be allowed to go aboard at 1 o'clock, and that the steamer would cast off her lines and pull out into the stream an hour later. The Humboldt is still here, however, and may not get away till tomorrow morning.

At 2 o'clock a mob of excited and angry passengers gathered in the warehouse of the Arlington dock. Determination was written on every countenance, and threats of violence and hints of mutiny at sea were made in undertones. In the dock was stacked up a pile of flour, sleighs and Yukon stoves aggregating in all about twenty tons, the property of the passengers who were to sail North on the Humboldt. The ship lay at the dock ready to sail, but no effort was being made to get this freight aboard. The charges for transporting it clear through to Dawson City had been paid.

Early in the afternoon it was announced that this freight would not be taken; that the steamer was loaded already to her full capacity, and that the captain had refused to allow another pound of freight to be put aboard.

Here was a dilemma. What would the prospective Klondikers do in the frozen North without their sleighs and sacks of flour? The excuse given by the company was that much of the freight left on the dock was cumbersome and hard to stow away on the ship; further, it was stated that the company would give flour in exchange for that left behind, on arrival at St. Michaels, and that those who lost by having supplies left behind would have their outfits replenished from the company's stores, which were packed away deep down in the Humboldt's hold.

At 2 o'clock there were ominous rumblings among the Humboldt's passengers on the dock. Mayor Wood, the general manager of the company operating the Humboldt, made his appearance in the crowd and was quickly surrounded by a gathering of excited and angry Klondikers.

Ballantine Faces the Mayor.

David Ballantine, an old-timer from Montana, with sombrero, blue flannel shirt and the general appearance of being a "bad man with a gun," cornered the mayor against a pile of shingles and asked him if he was in a scheme to starve the Humboldt's passengers after they had arrived on the Yukon.

"What do you expect us to do without flour in that God forsaken country?" he yelled, gesticulating angrily. "We've paid the freight on these goods and we don't want this ship to sail without them."

Before Mayor Wood could reply to Ballantine a dozen Klondikers had asked similar questions, and for a moment the mayor was mixed up in as ugly a crowd as one would care to run against.

"We have plenty of provisions on the Humboldt," the mayor was heard to say, in the din and tumult that surrounded him. You will get value for every pound you leave here. I purchased twenty tons of flour, eight tons of bacon, a ton of butter, and other goods in proportion, in San Francisco. You will be supplied with provisions from our stores to the exact value of these that are left behind. But more than this, we are preparing for their transportation to St. Michaels by another steamer. They will get there soon after we arrive, and in plenty of time to be taken up the river."

"How will you do that?" yelled one of the crowd.

Then the questions came thick and fast, the crowd gradually moving over to a big pile of canned goods and shingles that stood over on one side of the dock. The mayor slipped out of the crowd as a young man with a corduroy coat and a sombrero mounted the pile and called for the Humboldt's passengers to gather around him.

Meanwhile the warehouse had filled up with people, and nearly every passenger on the steamer was in the gathering. A number of ladies looked on the scene from a distance, interested spectators in the row that was going on.

No Need to Hold the Vessel.

Before the young Klondiker who had called the meeting together could make himself heard a dark-looking man with a black coat and dark mustache mounted the impromptu stage and began talking rapidly to the crowd, appealing to them not to do any violence.

"There's no need for you men to tie up this ship," he said, excitedly. "The company proposes to do the square thing by all of us, and if you will simply give them time to fix this—"

Here his words were lost in a storm of protests, and the confusion of many men trying to get their individual ideas as to the solution of the difficulty before the assemblage. Finally there was a call for Mayor Wood, and that gentleman joined the group on the platform to make another explanation of the difficulty.

The mayor was pale and evidently worried by the situation. It is not pleasant to be called before an angry lot of men who seem determined to do everything in their power to make life miserable for you. This must have flashed across the mayor's mind, but he put on a brave front, and coolly stated his reasons for leaving the freight behind.

"We have not calculated accurately on the amount of freight the ship can carry," he said. "The company purchased at San Francisco a large quantity of provisions, including flour, bacon, butter and other goods in proportion. This freight now lies at the bottom of the Humboldt's hold. We have offered to exchange our flour for yours, and are willing to do all we can to right this thing. Some of you want the ship delayed another day while this freight is removed from the hold. I say to you frankly that such action is against the best interests of every member of this expedition. Besides, you have here a lot of stuff that ought never to have been brought here for shipment to the Yukon. We will try to do the best we can by every man of you. It is proposed to ship this freight by another steamer leaving for St. Michaels after we have gone. I am now negotiating with the steamship Bristol, and expect to learn what arrangements can be made at any minute for carrying your supplies to St. Michaels."

Seymour States the Case.

Fair as was the mayor's statement of the case, it did not in the least satisfy the crowd. Seymour, the captain of the Haverhill party, was called for. The tall young athlete mounted the stage and said in excited tones:

"I lead an expedition that will fight for our rights as quickly as any man here. We are all brothers in this expedition. (Cheers.) I say to you, hold the ship for this. See that every pound of your provisions is placed aboard before she sails from this city. We had better all stay here than risk starvation in the Yukon. (Renewed cheers.) I say, let us organize a committee and see that our rights are protected."

This suggestion was quickly taken up. In a trice a committee of fourteen members was formed, names being suggested from the crowd. The committee organized immediately with the election of Danforth Becker, of Milwaukee, chairman. The other members were: Arthur Seymour, secretary; J. H. Hawes, J. Rooney, L. L. Metzger, A. S. Holmes, O. S. Osborn, Dr. West, W. B. Cotter, Geo. Gibson, P. J. Lauritzen, J. H. Jackson, P. H. J. Loan and David Ballantine, the man from Montana.

The committee retired to the upper deck of the steamship Yamaguchi Maru, for the purpose of formulating a plan. Suggestions came freely and after an hour's work it was determined to ask Mayor Wood to remove sufficient freight in the hold belonging to the company to permit the supplies of the passengers being loaded. It was also determined that the company should furnish proof of its incorporation with the names of the stockholders, and that all explosives and whisky aboard should be removed before sailing.

A Compromise Effected.

These matters settled, a member of the committee was dispatched to notify Mayor Wood that it was ready to state its demands. Mayor Wood presently appeared, accompanied by Mr. Hawley and an attorney representing one of the passengers.

The party was seated on the deck of the Yamaguchi and at once began negotiations looking to the settlement of the controversy. The committee's requests were read to the mayor. To the first, that the company's freight which was to have been taken to Dawson, be removed to make room for that of the passengers, Mayor Wood said:

"I am perfectly willing to do this. I even suggested that my stores should be taken out this morning, but Capt. Bonfield did not approve of it. It will delay the ship for twenty-four hours, but that does not make any more difference to me than it does to you. Unless force prevents, I am going with you clear through to Dawson."

This frank and businesslike answer quickly made the members of the committee feel what they might have known all along, that the mayor would deal justly with them. Answering the further requests of the committee, Mayor Wood said that no dynamite or electric light plant was in the freight on the Humboldt, the rumors to the contrary notwithstanding. He declared that there never had been a pound of dynamite aboard. The company was willing the committee should be represented when the freight was loaded, and that it should investigate the ship's manifest.

At this point Mr. Hawley suggested for Mayor Wood, that the company's flour in the hold was as good as that brought by the miners, and that it would save twelve hours' time if the passengers would accept this at St. Michaels in lieu of their own. The proposition was quickly agreed to and after one or two minor matters had been discussed the meeting broke up, the committee notifying the other passengers of the result of the conference.

The Report Is Cheered.

Later the passengers were called together again. The committee in force mounted the pile of canned goods and provisions and Secretary Seymour read from the report of its deings. Each proposition was received with applause and three cheers were given for the committee and for Mayor Wood.

When it came to exchanging the company's flour for their own, which was to be left behind, some of the members of the committee were afraid the agreement would not be ratified. Chairman Becker, a heavy set, dignified and forcible man, stated the question and pointed out that by taking the company's flour at St. Michaels at least half a day would be saved.

"Is there a man of you who will not agree to this?" asked Mr. Becker, and in answer there came a burst of "Noes" that showed that every man Jack of them was satisfied with the arrangement that had been perfected.

During the early part of the day Capt. Sullivan, Detective Cudihee, Detective Corbett and two patrolmen, were on the ground to prevent any show of violence. Their services were not needed, although the sight of the blue coats and brass buttons may have had a quieting effect on some of the more ardent spirits.

Dr. P. A. E. Boetzkes, the wealthy New York physician who, with his wife and child is bound for the Klondike, was one of the most active of the Humboldt's passengers in straightening out the difficulties with the management. At first Dr. Boetzkes threatened to file a libel against the ship for damages, and secured the services of J. T. Ronald. Later he abandoned this and has made satisfactory arrangements with Mayor Wood regarding his provisions. Dr. Boetzkes was traveling for pleasure in the Yellowstone park when he learned of the great strikes of placer gold on the Klondike. He immediately set about preparing to go to the new country, accompanied by his wife and son. The party purchased a most complete outfit here at a cost of $4,000.

One of the Humboldt's passengers, P. J. Lauritzen, is a New York architect. He is accompanied by his wife and son. Mr. Lauritzen is well known in his profession in New York. Like all others who have sailed for the new Eldorado, he goes in search of gold.

Federal Officers in Command.

While the excitement was at its highest, and Arlington dock was trembling with its weight of disappointment and indignation, Col. James H. McLaughlin, deputy United States marshal, appeared on the scene, and, pushing his way through the angry crowd, went aboard the Humboldt and took possession of her under a libel proceeding brought in the Federal court by John H. Gallivan against the vessel, her tackle, apparel and furniture. The complaint was filed early in the afternoon by Bausman, Kelleher & Emory, proctors for Gallivan, and recited the contract between the Seattle & Yukon Commercial Company and the complainant. The libellant recited that he was a resident of Spokane, and that he had complied with all the terms of the contract. That he had paid $400 for passage and conveyance of freight to Dawson City. By the refusal of the company to carry the amount of freight contracted for he would be denied sustenance for the winter.

Under the terms of the contract he desired to take passage in the Humboldt, but being denied his provisions and outfit he asked to be released from the contract and that his money, $400, be returned to him together with damages amounting to an equal sum, and that the vessel be sold for the account, and the libellant reimbursed.

Later in the evening other libels were filed against the Humboldt. The libellants were: L. H. Morris, Stephen Haaser, Ben Dill and J. A. J. Kester, all of Lewiston, Idaho. Each claims damages for $750, $250 of which is for outfit purchased here and $400 for tickets and freight charges to Dawson City. It is alleged that the steamer is unable to take all of the freight belonging to each of these men and which the company had undertaken to land at Dawson. It is alleged that the money expended in tickets and outfits is thus made a loss to them.

It is understood that these libels will be released this morning. The settlement of the trouble between the passengers and the company would naturally operate to void the libel. A Post-Intelligencer reporter was informed last night by one of the men interested that the company had agreed to pay all costs and to place the freight on board this morning.

UNCLE SAM MIGHT HIT BACK.

Officials Do Not Fear Imposition by Canada on Americans.

WASHINGTON, Aug. 17.—It is not believed by officials of the government that any serious hardships will be imposed by