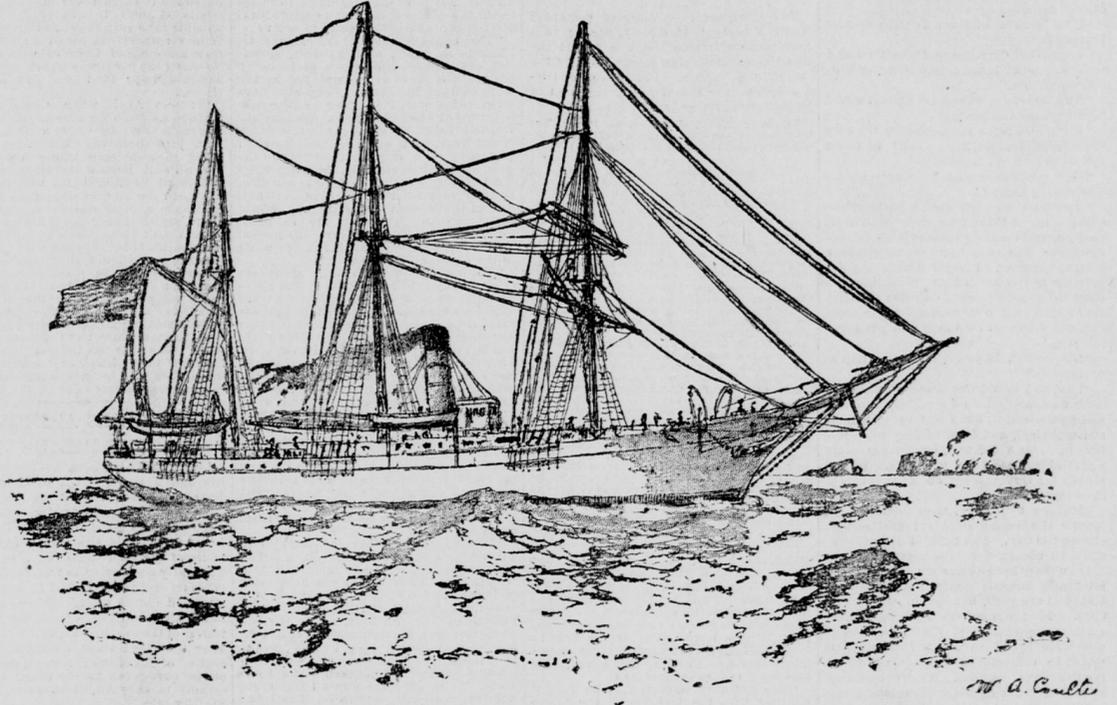




“THE CALL’S” APPEAL IS ANSWERED

GOVERNMENT TO SEND THE CUTTER BEAR TO SAVE THE WHALERS

President McKinley and His Advisers Act Promptly on the Appeal of “The Call” to the Heart of the Nation.



THE REVENUE CUTTER BEAR.

The urgent appeal of THE CALL for the relief of the 400 American whalers at this moment imprisoned and facing starvation in the icepack near Point Barrow has found immediate and noble response from the Central Government at Washington.

Thanks to the timely and thus far successful efforts of THE CALL in their behalf the brave men in the ice-locked ships in the polar waste will not, if human aid can now avail, be left to glut the gorge of the beast of death that prowls by the glacial sea.

THE CALL offered to furnish all the provisions if the Government would dispatch a ship to the aid of our fellow-countrymen in the white desert of the Arctic. Within twenty-four hours the answer flashed across the continent and the people of the republic will applaud the promptness and the humane spirit that characterize the action of the administration in ordering the revenue cutter Bear to be prepared with haste for an expedition to the coast of Northern Alaska.

The whole American nation is deeply concerned in the race of the lifeship, and the universal prayer will be that the Bear will reach the 400 whalers before cold and famine have reduced their ranks. The thousands in their comfortable homes in this mild clime will pray “God speed the Bear!”

TO SAIL IN TWO WEEKS.

SEATTLE, Nov. 8.—Captain Tuttle, commander of the revenue cutter Bear, stated to THE CALL correspondent to-night that he had not as yet received orders to go north. A telegram of inquiry was received by him to-day from Washington inquiring when the Bear could be made ready for service to go to the relief of the whalers imprisoned in the Arctic Ocean. The captain replied that he would have his cutter ready in two weeks.

CALL OFFICE, RIGGS HOUSE, WASHINGTON, D. C., NOV. 8. True to the promise made to the representative of THE CALL last night Secretary of the Navy Long had a talk with the President early this morning concerning the whalers imprisoned in the Arctic ice. A council of Secretaries Gage, Long and Alger and Chief Shoemaker of the revenue marine, Commodore Melville, chief of engineers of the Navy Department, and Commander Dickinson of the navy was held immediately. The Secretary of the Navy considered the situation urgent, and concluded not to wait the report of the commandant of the Mare Island yard, which he telegraphed for last night, nor the regular meeting of the Cabinet on Tuesday. The result of the conference of the President with his Cabinet to-day is that the revenue cutter Bear has been ordered to prepare at once for a trip to Bering Sea to relieve the unfortunate whalers.

Shortly after noon to-day THE CALL correspondent received a message asking him to call at the Navy Department. Secretary Long said: “The President has just had a conference with the Secretary of the Treasury, the Secretary of War and myself to consider the proposition of relief urged by THE CALL, and has ordered the Bear to make ready at once, but the President is desirous of receiving any additional information that he can, for he is greatly interested in the matter. The telegraphic dispatches have been brief, and I request that you wire to San Francisco and ascertain the following facts: “First—The President would like to know as accurately as may be just where the whalers are at this time. This information may be given approximately, but of course we would like to have specific information if possible. “Second—How did the news of their predicament reach San Francisco? “Third—How many vessels are caught in the ice?”

“Fourth—What evidence have you that they have not provisions enough to last them?”

“Fifth—Ask your friends to send to you in detail the information they have and then transmit it to the department.”

“Have you received the report from the commandant of Mare Island Navy-yard?” the Secretary was asked.

“No; it has not arrived yet, though I expect to have it early to-morrow. The expedition has been ordered already and will be under the supervision of the Treasury Department, although, of course, we expect that the report we are to receive from the commandant may give us some additional information. But we are convinced that something should be done at once, and the Bear was deemed the most suitable vessel in the service of the Government for the purpose.”

“If you will call on Mr. Shoemaker, Chief of the Revenue Marine, he will be able doubtless to give you some of the details of the proposed expedition.”

I then saw Chief Shoemaker at the Treasury Department. He said he had been called over to the White House by telephone rather unexpectedly and joined the President and his advisers. He found the President and Secretaries Gage, Long and Alger, Commodore Melville and Commander Dickinson.

“I supposed,” said Chief Shoemaker, “that the President wanted me to furnish advice as to the feasibility of such an expedition, and I gave my opinion very plainly. I told him there was no doubt that these whalers were in a predicament and might be in grave danger, but that owing to lack of specific information I could not say how grave or how imminent the danger was.”

“Do you think that if human lives are in peril the revenue marine can do anything for their relief under the circumstances?” asked the President.

“We have done it before and we can do it again,” I replied.

“Yes,” said the President, “we can do it if we make up our minds that it can be done.”

“The President then inquired of Secretary Long whether there was any vessel in the navy that was available for such service. Secretary Long replied that the Thetis was the only one; that before she could undertake such a journey repairs to the amount of about \$47,000 would have

to be done on her and that this would take considerable time.

The Bear was then suggested and Secretary Gage and Chief Shoemaker said that of all vessels that was the one for the trip. After further consideration it was decided to act and to act promptly, and Secretary Gage, through Chief Shoemaker, accordingly wired instructions to Captain Tuttle, commander of the Bear, now at Seattle, to prepare the vessel for the voyage. Chief Shoemaker wired to Captain Tuttle to ascertain how long it would take to get her ready, and late to-night had received no definite information.

“Will the plan of Lieutenant Stoney be carried out?” inquired the correspondent. “The expedition will be under the supervision of the revenue marine and will be carried out by Captain Tuttle. The plan of relief cannot be determined in the absence of more specific information. The matter should be left largely to the discretion of the Bear’s commanding officer, as emergencies may arise that we cannot foresee, but in general the plan will be as follows: If the Bear can get through Bering Straits of course she will do so; but if not St. Michael will be the base of all operations.”

“Will the reindeer at Port Clarence be utilized?”

“Perhaps so. Indeed, I think it very likely. I think that a large herd of them will be driven from either Port Clarence

or Port Prince of Wales to Point Barrow to furnish meat for the whalers.”

“Where will the Bear take on provisions?”

“At Seattle,” said the chief. “Instructions to that effect have already been sent. Our plan now is to send another vessel as soon as possible after the Bear. This is our custom, so that they may offer protection, one for the other. The probabilities are the Corwin will be selected, though this is not definitely settled. She is now at San Diego.”

“Will they rendezvous at any certain place?”

“No rendezvous is necessary up there in the ice,” said the chief with a smile. “They will have no trouble about meeting. The Bear will be instructed to bring the whalers back in case their ships are too badly damaged to navigate when the ice breaks up next June or July. We do not think the Bear can get back to San Francisco until next fall.”

I next saw Captain Hooper at the Shoreham. He had already had a talk with Captain Shoemaker concerning the expedition. The Treasury Department places great reliance on his judgment in all matters and things concerning Alaska and the Bering Sea.

Captain Hooper said: “Yes, I will undoubtedly superintend the work of getting the vessel under way, for I am in charge of the work of construction and equipment in the revenue marine service. But Captain Tuttle will have charge of the expedition as captain of the Bear, and no better man could be selected. I had a talk with Hon. John W. Foster about the seal conference, and he told me it would be concluded before next Saturday. I therefore expect to start for the coast on Saturday, and probably shall go direct to Seattle. We have talked the matter over and agreed that some vessel should follow the Bear as soon as possible. As Chief Shoemaker says, the Corwin is rather too small to hold a stock of provisions, but on the other hand, because of her size, she may be the best vessel for that purpose. Being small, she could probably round the point and reach Point Barrow sooner than the Bear, although she would start

several weeks later. This matter will be decided definitely before I leave Washington. An alternative proposition is to have the Thetis follow the Bear. The Secretary of the Navy said to-day she needed repairs in the sum of some \$40,000, but Chief Shoemaker told the President at the conference to-day that with the expenditure of about \$2000 the Thetis could be made ready for the trip. The Thetis might be better than the Corwin, for she is a good deal larger.”

“How many reindeer will be driven from Port Clarence to Port Barrow?”

“That is a matter for Captain Tuttle to decide after he gets there.”

“Has the Secretary of Interior given his consent for this use of the reindeer?”

“Oh, there will be no trouble about that,” said the captain, “for Secretary

Barrow has been indorsed by Rear-Admiral Kirkland, commandant of Mare Island Navy-yard, and a board of officers consisting of Captain Henry Glass, Captain Whiting, Capt. Clark, Captain Kempf and Lieutenant-Commander Perkins. After listening to Mr. Stoney’s report the admiral wired to Secretary Long that the plan of rescue was entirely feasible and recommended that Lieutenant Stoney be placed in command of the expedition, that officer having formally volunteered for the service during the day.

Lieutenant Stoney arrived at the navy-yard from San Francisco at 6 o’clock and went at once to Rear-Admiral Kirkland’s residence and reported that he had carried out the commandant’s orders to investigate the feasibility of sending a relief expedition to the Arctic and was ready to report. Immediately after dinner Admiral Kirkland, Lieutenant Stoney and Captain of the Yard Glass retired to the Admiral’s office and, with a huge chart of Alaska spread before them, Lieutenant Stoney was asked to explain in detail his plan for the rescue of the unfortunate whalers.

“My idea,” said the lieutenant, “is to properly provision a ship and proceed as far north along the Alaskan coast as possible. I am satisfied that the ship can reach the north shore of Norton sound, and probably Port Channel. That would be the objective point, for there the first herd of reindeer is stationed. There are several hundred head in this herd, and I would take them all and drive them north along the coast, accompanied by three or four good dog teams. But first I would



SOME OF THE MEN IN THE ICE.

me to be done on her and that this would take considerable time.

The Bear was then suggested and Secretary Gage and Chief Shoemaker said that of all vessels that was the one for the trip. After further consideration it was decided to act and to act promptly, and Secretary Gage, through Chief Shoemaker, accordingly wired instructions to Captain Tuttle, commander of the Bear, now at Seattle, to prepare the vessel for the voyage. Chief Shoemaker wired to Captain Tuttle to ascertain how long it would take to get her ready, and late to-night had received no definite information.

“Do you think that the Bear can reach Norton Sound in time?”

“I do not think anything about it,” replied the bluff old captain. “I only know that men are in peril; that we have been ordered to perform our duty; that we have accomplished such things before; that the Bear is a staunch and valiant craft, and what has been done can be done again. If any vessel can do it the Bear can. She will try her best to pass Bering Straits, but if she cannot do it St. Michael will be the base of operations.”

“Where will the Bear take on provisions?”

“At Seattle,” said the chief. “Instructions to that effect have already been sent. Our plan now is to send another vessel as soon as possible after the Bear. This is our custom, so that they may offer protection, one for the other. The probabilities are the Corwin will be selected, though this is not definitely settled. She is now at San Diego.”

“Will they rendezvous at any certain place?”

“No rendezvous is necessary up there in the ice,” said the chief with a smile. “They will have no trouble about meeting. The Bear will be instructed to bring the whalers back in case their ships are too badly damaged to navigate when the ice breaks up next June or July. We do not think the Bear can get back to San Francisco until next fall.”

I next saw Captain Hooper at the Shoreham. He had already had a talk with Captain Shoemaker concerning the expedition. The Treasury Department places great reliance on his judgment in all matters and things concerning Alaska and the Bering Sea.

Captain Hooper said: “Yes, I will undoubtedly superintend the work of getting the vessel under way, for I am in charge of the work of construction and equipment in the revenue marine service. But Captain Tuttle will have charge of the expedition as captain of the Bear, and no better man could be selected. I had a talk with Hon. John W. Foster about the seal conference, and he told me it would be concluded before next Saturday. I therefore expect to start for the coast on Saturday, and probably shall go direct to Seattle. We have talked the matter over and agreed that some vessel should follow the Bear as soon as possible. As Chief Shoemaker says, the Corwin is rather too small to hold a stock of provisions, but on the other hand, because of her size, she may be the best vessel for that purpose. Being small, she could probably round the point and reach Point Barrow sooner than the Bear, although she would start

several weeks later. This matter will be decided definitely before I leave Washington. An alternative proposition is to have the Thetis follow the Bear. The Secretary of the Navy said to-day she needed repairs in the sum of some \$40,000, but Chief Shoemaker told the President at the conference to-day that with the expenditure of about \$2000 the Thetis could be made ready for the trip. The Thetis might be better than the Corwin, for she is a good deal larger.”

“How many reindeer will be driven from Port Clarence to Port Barrow?”

“That is a matter for Captain Tuttle to decide after he gets there.”

“Has the Secretary of Interior given his consent for this use of the reindeer?”

“Oh, there will be no trouble about that,” said the captain, “for Secretary

Barrow has been indorsed by Rear-Admiral Kirkland, commandant of Mare Island Navy-yard, and a board of officers consisting of Captain Henry Glass, Captain Whiting, Capt. Clark, Captain Kempf and Lieutenant-Commander Perkins. After listening to Mr. Stoney’s report the admiral wired to Secretary Long that the plan of rescue was entirely feasible and recommended that Lieutenant Stoney be placed in command of the expedition, that officer having formally volunteered for the service during the day.

Lieutenant Stoney arrived at the navy-yard from San Francisco at 6 o’clock and went at once to Rear-Admiral Kirkland’s residence and reported that he had carried out the commandant’s orders to investigate the feasibility of sending a relief expedition to the Arctic and was ready to report. Immediately after dinner Admiral Kirkland, Lieutenant Stoney and Captain of the Yard Glass retired to the Admiral’s office and, with a huge chart of Alaska spread before them, Lieutenant Stoney was asked to explain in detail his plan for the rescue of the unfortunate whalers.

“My idea,” said the lieutenant, “is to properly provision a ship and proceed as far north along the Alaskan coast as possible. I am satisfied that the ship can reach the north shore of Norton sound, and probably Port Channel. That would be the objective point, for there the first herd of reindeer is stationed. There are several hundred head in this herd, and I would take them all and drive them north along the coast, accompanied by three or four good dog teams. But first I would

Commercial News. ELEVENTH PAGE. Oakland News. Work of the Supervisors. THIRTEENTH PAGE. Births, Marriages and Deaths. FOURTEENTH PAGE. Luis Louiza Married. The Capron Will Case. Three People Asphyxiated. Still Reaching for Trade. Angry Bay City Wheelmen. Brutality of a Mate. A Chilean Consul Arrives.

NEWS OF THE DAY. Weather forecast for San Francisco: Cloudy in the morning Tuesday, breaking away during the day; fresh westerly winds. FIRST PAGE. United States to Save Whalers. SECOND PAGE. Hall Tried to Kill His Crew. THIRD PAGE. Theodore Durrant to Hang. Walker Divorce Case Argued. FOURTH PAGE. Race on Eastern Tracks. Weyler’s Friends to Greet Him. Canada Looking for Peace. To Attack Newhall’s Will. Whiskey Leads to Murder. The Stock Market. FIFTH PAGE. Dawson a Prey to Famine. Guldensuppe’s Stay on Trial. SIXTH PAGE. Editorial. A Cutter in Danger. Relief for Ice-Bound Whalers. The Klondike Craze in the East. Cornstar in the Flour Barrel. SEVENTH PAGE. A New Trial for Martin. McConnell Will Face Case. New Home for Orphans. Good Men for Freeholders. Federal Officers Criticize Lynch Fuentes Arrives in the City. EIGHTH PAGE. A Great State Boulevard. Racing at Ingleside. Father Yorke on Gordon. Poor Hospital Appliances. Garbage Men Cause Fear. NINTH PAGE. A Layman Roasts Ministers. The Cocos Island Treasure. Married to Be a Priest. At the City Trustees. TENTH PAGE. Commercial News. ELEVENTH PAGE. Oakland News. Work of the Supervisors. THIRTEENTH PAGE. Births, Marriages and Deaths. FOURTEENTH PAGE. Luis Louiza Married. The Capron Will Case. Three People Asphyxiated. Still Reaching for Trade. Angry Bay City Wheelmen. Brutality of a Mate. A Chilean Consul Arrives.

STONE VOLUNTEERS TO LEAD RESCUERS. VALLEJO, Nov. 8.—Lieutenant George M. Stoney’s plan to rescue the 300 seamen on the whalers that are frozen in off Point

WHERE THE IMPRISONED WHALERS LIE.

