

ROOSEVELT IS BLAMED

His Inconsistency Is Shown.

INDIGNANT AT THE PROTEST

CABLE MESSAGE OF CENSURE SENT TO SHAFER.

But the Captor of Santiago Shows That He Did Not Authorize the Publication of the Fever Statement.

Special Dispatch to The Call.

NEW YORK, Aug. 5.—The Washington correspondent of the Herald telegraphs: There was marked indignation to-day in administration circles over the protest from Colonel Roosevelt and the officers at Santiago against further needless suffering of the army there. The "round robin" was earnestly discussed and remedies for court-martial and reprimand were canvassed.

At last, as I am reliably informed, a cable message of censure was sent to General Shafter. General Shafter replied and as a result Secretary Alger stated to-night he was now satisfied that General Shafter did not authorize the publication of the statement.

The prevailing sentiment of the administration is to put the blame for the most part upon Colonel Roosevelt, and while the matter will probably pass over without action on the part of the administration the whole publication is deplored. It is realized that such publication could bring nothing but harm to the interests of the army, which is thus published to its enemies as being physically unfit.

The incident formed the basis of the Cabinet meeting to-day, during which both court-martial and reprimand were discussed. The administration feels that the communication should have come through the organized channels to the department and does not condemn the protest, but the giving of it to the press. Additional criticism was made upon the inconsistency of Roosevelt's two statements, one asking that his men be sent to Porto Rico and saying that they were fit, and the other proclaiming to the world that they should be brought home as quickly as possible. It is also pointed out that inconsistency as claimed by the friends of Secretary Alger—that the letter of Roosevelt to the Secretary of War was made public.

On the other hand, apart from this reason for making public a matter of this nature, General Alger has been criticized for doing so on account of his manifestly personal nature.

MANZANILLO READY TO HOIST THE WHITE FLAG

Believed the Appearance of a Thousand Americans Would Result in Capitulation.

SANTIAGO DE CUBA, Aug. 4 (delayed in transmission).—The warships Massachusetts and Dixie arrived at Manzanillo Bay last night and immediately hoisted the white flag.

Commander Todd of the Wilmington reported that conditions at Manzanillo, as learned from General Rios, are as follows:

There are about 2000 regulars, 1000 volunteers and 500 bombarderos, or firemen, there. They appear to be well supplied with cattle and provisions, but are believed to be short of ammunition. Recent events in that vicinity have disheartened them, and it is believed that the appearance of an American force, even if only 1000 men, would result in the capitulation of the place.

The capitulation of the Province of the Morro-Jucaro trocha. The Spaniards retreated beyond a large blockade to the westward of the port of Tunas, in the Province of Santa Clara, on July 24.

A squadron bulletin says the Spanish forces generally from Manzanillo to Trinidad are evidently in a very demoralized condition. Santa Cruz de Tenerife, in the south coast of the Province of Puerto Principe, is reported to be deserted. There is no shipping there.

SAMPSON TO COMMAND THE EASTERN SQUADRON

Commodore Watson to Be Second in Command and Schley to Remain at Home.

NEW YORK, Aug. 5.—The Washington correspondent of the Herald telegraphs: Rear Admiral Sampson will command the eastern squadron if it be sent abroad by the President. I learned to-day on high authority that he has received orders to take command of the squadron, and Commodore Watson has been designated as second in command. The transfer of Commodore Schley from the south coast of the Province of Newark means that he is to be kept at home. The selection of Rear Admiral Sampson was based, it is said, upon the desire of the President and Secretary Long to put in command an officer of tried judgment and discretion. While having every confidence in Commodore Watson, it was deemed proper to place him as second in command.

SECRETARY LONG NOT TAKING ANY CHANCES

Every Available Vessel in the Navy Being Made Ready for Service.

NEW YORK, Aug. 5.—A Washington special to the Herald says: That every available vessel of the navy may be ready for offensive and defensive service in case of necessity Secretary Long has ordered the re-arming of the Essex, Ranger, Adams and Alert, and Captain Charles O'Neill, chief of the Bureau of Ordnance, is now shipping guns to the navy-yards, where they will be mounted on board the vessels named. Each of these vessels will receive a battery of six four-inch rapid fire guns, four six-pounders, two one-pounders, one machine gun and one field gun. The Essex is now the training ship on duty on this coast and the Ranger, Adams and Alert are on duty on the Pacific Slope.

Spanish Gunners at Target Practice, CARTHAGE, Aug. 5.—The forts are practicing at floating targets, making fire practice.

Strm. Grace Dollar will sail for St. Michael. Quoted for information. Alton River, p. 8. Low rates. Particulars 46 Mkt. or 632 Mkt. r. 8.



BRIGADIER GENERAL GEORGE A. GARRETSON, U. S. V., Who Is Taking an Active Part in the Invasion of Porto Rico.

TIME, LIVES AND LABOR LOST WHILE GOING TO DAWSON

Sam Wall's History of Hardships and Disasters to Those Who Left on Hurried Expeditions.

BY SAM W. WALL.

DAWSON CITY, July 10 (via Seattle Aug. 2).—Almost a year from the day they started for this place from Seattle some fifty people arrived here June 30 on the steamer W. K. Merwin. They had wintered at Minecreek Creek, near the mouth of the Yukon, where the Alaska Commercial Company's steamer Alice and the Columbia Navigation Company's boat Dwyer were also held in the ice. The Merwin left Seattle on the 10th of August last, and was ice-bound November 18. She was released and started up the river June 8. Her passengers had a hard experience. Three of them died. On February 24 W. B. Robertson of San Francisco, 60 years of age, died of exposure and dysentery. On March 28 V. F. Nordhoff perished while attempting to cross the portage to Nulato, and his partner Morgan was badly frozen. April 14 George Derrwin of Massachusetts died of starvation. Some say lack of proper nourishment—in other words, reduced to the plainest living, having exhausted such luxuries as milk, butter and sugar long since. Many of the passengers went ashore and built cabins, while others stayed aboard the boat the entire winter. With the spring flood those on shore were compelled to camp on the tops of their houses for several days, and many lost all they had. On June 7, from a man in a small boat that had come down from Dawson behind the river ice, they received the first news from the outside world since they left August 1 in August, learning that the United States was at war. Following is the brief history of the passengers who shipped on the Merwin last August, as learned from old Hiram Robbins of Little Rock, author of the "Arkansas Traveler," who is one of them: The following arrived in Dawson: Mrs. Bertha Turner and Elizabeth Carr, wife of Jack Carr; Hiram Robbins, Dr. H. C. Bowers, C. E. Knapp and J. L. George of Louisville, William Moody, Evansville, Ind.; Oliver Quigley, Joseph Baker, Fred Ober, Grant Trellinger, Martin Pederson, Peter Peterson, all of Astoria; J. W. Story, Maryville; J. E. Service, Leblanc, Ind.; J. A. Dwyer, San Francisco; Charles F. Snider, Salina, Ohio; Patrick Carns, Harry Lewis and Christ Kennon of Butte, Mont.; James Buchanan and E. H. Hunt, Ashveille, New York; W. S. Partee, St. Joseph, Mo.; L. Benneman, Thomas Severan, Los Angeles; William Bartels and L. Hasglin, New York; M. Kappell, Sioux City; W. E. Williams, Renton, Wash.; Henry Schenbart, W. S. Simmons, Thomas Malarky, Washington; Mr. and Mrs. Sam Kirk, Charles Slaughter, Jack Lawrence, William Boyden, W. McGilvery, Paul Stein, L. Carson, John Stewart, Alf Rowell, Rudolph Hanson and Captain Nugent.

The following stopped at Circle City: Allan Tucker, Archie Heath, W. H. Esworthy, W. H. Weidon and C. W. McMurrin.

The following stopped at Eagle City: John Howe, George Mills of Tacoma, F. P. Havener, Boston; Thomas Edwards, Shamokin, Pa.; Robert O'Shea, New York; W. S. Phillips and William Shebert of Buffalo; Thomas J. Briesman, New York; William Francis and Captain Bob Thomas of Colorado; William Clifton.

The following got off at Minook: H. B. Porter and three brothers, Scott Hartman, C. Seaman and John Barnum of Idaho; J. W. Snider of Tacoma.

The following went back to St. Michael: J. A. Vall of Cripple Creek; Thomas Clark and son, Seattle; J. C. Garvey and brother of Chicago; C. A. Whitteck, Christ Ceaser, J. A. Nep-

olis and Fred Hayworth, tired of waiting for the Stoneman to get off a bar, left her in the flats and floated in a small boat back to Novekakak to take some other boat. B. F. Thomas went to Circle City during the winter with a dog team. A. Barnaberg left the Stoneman at Fort Yukon and came back to Novekakak to take some other boat. B. F. Thomas went to Circle City during the winter with a dog team. A. Barnaberg left the Stoneman at Fort Yukon and came back to Novekakak to take some other boat.

The fleet of ill-advised boats, which were summered at San Francisco, arrived about the same time as the Governor Stoneman. Of sixty-four people with whom she started, only seven arrived at Circle City. Captain Robert Bain, J. C. Murray, M. O'Leary, J. A. Walsh, M. A. Nichols, F. E. Bowers. A number of others of the party came up on the Steamer No. 1, a series of dispatches. Many were back and a few are scattered along the river, but the officers of the boat kept no record of them. Both the Hettie B. and the Governor Stoneman had to abandon their barges, as they were unequal to the task of bringing them up. The Hettie B. in fact, found great difficulty in getting up the river. The passengers and crew of the Stoneman were employed most of the winter in fitting the craft to carry their thirty tons of cargo. To do this they took the boat out of the water, cut her in two and put twenty feet to her length with lumber whipsawed out of the forest. They made a good job of it. Cut the Hettie B. in two and took her to the mouth of the river. The Hettie B. was secured by dog team from Minook, eighty miles away.

The history of every one of those hurried expeditions of last summer and fall is a record of disaster, loss, disappointment, a year of wasted time, much suffering and death. This is the story of those who crowded the Hettie B. in July and of those who crowded the Stoneman, the Eliza Anderson, the May West and the barges of the Thomas Dwyer, the Governor Stoneman and the Hettie B. and the St. Michael.

All were accompanied by heavy thunder and lightning, have been frequent during the past ten days. The river has risen considerably, relieving down the river and the forest fires that threatened to destroy the timber along the whole upper river have been quenched. The forest fires have grown from camp fires of the careless crowd on their way to the river.

I have hitherto neglected to mention the mosquito, about which so much has been said. It was a grave oversight. The mosquito is very numerous and a great nuisance in the vicinity of the river. It is so scarce in evidence within the limits of Dawson. Why I cannot explain. Dawson is on a swamp that would naturally be expected to produce much mosquito life, but it does not. Perhaps the people of the city are not good for mosquitos. The mosquito of the brush-up the creeks and elsewhere—is just now being supplanted by the black fly, the more dreaded torment of the miner and all who go among them.

The drowning in thirty Mile River of Kenneth Stewart of Inverness, Scotland, is reported to have also occurred in London and a companion in Lake Le Barge. Kenneth Stewart was one of a party of five from the place named, led by Rev. Dr. MacDonald. Their boat was wrecked and all their goods lost. Dr. MacDonald climbed on a rock in the middle of the river and remained there for over two hours until another boat came and so nearly struck the rock that he was able to catch hold of it. He was rescued by the Dr. MacDonald has arrived here with three companions who were saved. Rev. Mr. Lyon and his companion were trying to cross Le Barge in canoes. The canoes were overturned and the two taken up by the other boat. In trying to recover some of their goods this canoe also capsized and both were drowned. Rev. Mr. Lyon, a Church of England missionary, bound for this city.

SEATTLE, Aug. 5.—The steam schooner Dirigo arrived from St. Michael, Alaska, this morning with ninety-seven passengers and a small amount of gold dust. Twenty-seven of the passengers were from Dawson. The most of them went in overland this spring. They never stopped at Dawson, but left right down on the river to St. Michael, where they took passage on the Dirigo. The remaining passengers, however, were taken up by the Dirigo. Of the Klondikers those having gold dust were Charles Moore and J. H. Brown of Portland, Ore., who had about \$70,000 between them, and H. Miller with about the same amount. W. Spencer of Portland, Ore., had about \$40,000 in steamboats on the Upper Yukon.

It is estimated that the total amount of gold on the Yukon is \$300,000. J. H. Brown said people are flocking out of Dawson as fast as they know how. A big crowd is coming down the river, and there is a lot of gold there, but a majority of the tenderfoot who rushed to Dawson, Alaska, is a good country and there is lots of gold there, but a majority of the tenderfoot who rushed to Dawson, Alaska, is a good country and there is lots of gold there.

The Dirigo left St. Michael July 23. There was but little change in conditions at St. Michael. All the time they have been gradually working out of their troubles and hope to get away soon.

The National City steamer would soon return to San Francisco with her passengers. The army officials are allowed several points for patients and convalescents. The actual hospital station will probably be located at Montauk Point, where a field hospital for 5000 patients is being prepared in the hospital equipment which General Shafter's forces will bring along with them. But, besides this, General Sternberg has in view two fine locations, where the bracing mountain and lake air will help convalescents to recovery. These points are Fort Ethan Allen, Vt., and the army post at Plattsburg, N. Y.

The following report of the sanitary condition of the American camp at Santiago was made public at the War Department this morning:

SANTIAGO, Aug. 5.—Sanitary report for August 4: Total sick, 334; fever cases, 258; total new cases of fever, 549. Deaths August 4—Joseph Hynes, Troop E, Ninth Cavalry, David Merten, Troop E, Third Cavalry, caused not reported; Peter L. Vanderboen, Company L, Thirty-fourth Michigan, malarial fever; J. Pease, Company H, Eighth Infantry, malarial fever; Patrick Nealy, Company F, Thirty-fourth Michigan, malarial fever; Fugner, Company B, Thirtieth Infantry, yellow fever; Fred Ro-

per, Company H, Twenty-first Infantry, yellow fever; Alfred H. Taylor, Company H, Twenty-first Infantry, yellow fever; Owen Thornton, Company B, Thirty-fourth Michigan, yellow fever; Paul Zambuck, Company B, First Illinois, yellow fever; Charles Thomas, Company A, Eighth Ohio, malarial fever; William Corbin, Company G, Twenty-second Infantry, malarial fever; William Murphy, Company E, Eighth Infantry, malarial fever; exhaustion; William Gibson, Company G, Seventh Infantry, typhoid fever; Nathan J. Abbott, Company B, Seventh Infantry, typhoid fever.

Major General Commanding, SANTIAGO, Aug. 4.—Adjutant General, Washington, Sanitary Report for August 3: Total sick, 378; total fever, 2696; new cases fever, 448; cases of fever returned to-day, 585. Deaths July 31—Private Conrad C. Johnson, Company A, First Infantry, acute dysentery.

August 2—Private Henry Boostell, Company A, Eighth Infantry, dysentery; Private H. Galbraith, Company G, Seventh Infantry, yellow fever.

August 3—Sergeant Christian Larsen, Private Thomas J. Barrett, Company E, Seventeenth Infantry, chronic malarial fever; Private William C. Lester, Company L, Thirty-fourth Michigan, malarial fever; Private Peter B. Baan, Company D, Thirty-fourth Michigan, malarial fever; Private Joseph E. Hester, Company D, Thirty-fourth Michigan, malarial fever; Private George Martin, Company L, Thirty-fourth Michigan, malarial fever.

TEXAS FEVER RAVAGING FRESNO COUNTY STOCK

Many Horses and Cattle Dying in the Pastures of Kings River Bottoms.

FRESNO, Aug. 5.—A large number of horses and cattle in the pastures of Kings River bottoms, this county, are dying of Texas fever, and by order of Veterinary Inspector Graham their carcasses were burned. The fever is said to have been introduced by a lot of cattle that Crate Hayes brought from Texas some years ago to the Hamilton, having remained all winter with her. He also remained with her on her return trip down the river. The Alice's passengers who were there during the winter all speak well of the Minook's findings, and say that Rampart City is certain to be a prosperous camp. Those who spent the winter with the boat at Minook declare that the little steamer Thomas Dwyer, that wintered at Minook, if they had been delayed twenty-two days longer they would have been just one year on the way. Gabriel Cohn, another of the Excelsior's passengers, arrived at the Hamilton, having remained all winter with her. He also remained with her on her return trip down the river. 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