

### CAR STRIKE IS IMMINENT IN THIS CITY

#### Carmen Expelled by Union Make an Appeal.

#### Testimony of Sixteen Will Be Taken Wednesday.

#### Two Stockholders of Railroad En Route Here From New York.

Indications point to another strike of the street car men in this city unless the intervention of President Mahon of the Amalgamated Association of Street Railway Employees shall stem the spirit of revolt that has already developed among the car men because of the alleged aggressions of General Manager Chapman.

The administration of President Arthur Holland and General Manager George F. Chapman of the United Railroads has reached a climax. Within a few days two of the largest stockholders of the corporation will arrive here from New York and will make a personal inspection of the present operative workings of the system. It is said that they are thoroughly dissatisfied with the present results of the road and will demand many changes and innovations.

The present affairs of the United Railroads are in a very disordered condition, especially in regard to the position of the officials and street car men. W. D. Mahon, president of the Amalgamated Association of Street Railway Employees, arrived here Friday from Detroit and is registered at the Grand Hotel. It was learned yesterday that his real motive in coming to this city is to give the sixteen men who were expelled from the local streetcar union a rehearing in regard to their reinstatement.

President Mahon has decided upon next Wednesday as the date on which to listen to the case. The officers of the local union will not be present at the hearing nor will they take any steps in regard to the matter. The officers of the union claim that the sixteen men were expelled from the order for breaching strike and attempting to disrupt the present organization of street car men in this city.

The sixteen men, however, tell another story. They claim that they were convicted before they even had a hearing—that when their cases came up they were not allowed legal representation at the meeting, and were also refused the permission of having a stenographer in attendance at the trial.

The sixteen men discharged have consulted attorneys on the matter, and the firm of McClellan & McClellan, with offices in the Emma Spreckels building, has charge of their case. It is said that should President Mahon decide the case against the sixteen expelled men the controversy will be taken into the courts.

Both sides in the present quarrel are determined. President Cornelius of the local street car union is loyally supported by all the street car men. Manager Chapman of the United Railroads and President Holland are both looked upon with distrust by the street car men, and they are watchful that these officials do not make a break in their ranks and cause the local union to be thrown into disorganization.

At the present time Manager Chapman only meets President Cornelius as an employee, and refuses to discuss matters with him as the local executive head of the union. There was an open rupture between the two men for several months, but interested parties on both sides eventually arranged for them to be brought together again.

Among the features of Manager Chapman's regime which are severely criticized by the street car men is the appointment of A. Bigelow as inspector of the San Mateo line. Members of the union claim that he had only been employed on the San Mateo line for eight months previous to his appointment and that he received the promotion for his contempt for organized labor. It is said by them that when the teamsters' strike was on he volunteered to head a gang of men and procure horses to haul a new cable to the California power house. His offer was refused by the California Street Car Company and a donkey engine was used, which was brought down from Stockton to do the work.

What the result of the present agitated condition of the United Railroads will be is at present hard to say. It is currently reported, however, that should the sixteen men's reinstatement be refused by President Mahon they will ask for a charter to organize a new lodge. Union street car men say that Manager Chapman is encouraging them in this step and that he hopes that with two local street car unions in this city seeds of dissension will be sown and he will gain a victory over the present organized labor of street car men.

President Cornelius, who seen yesterday, was very reticent about the future action of the union, and said that he is waiting developments from the other side. President Mahon was also seen at the Grand Hotel and he admitted that he would hear the case of the sixteen expelled men on Wednesday.

### CONSPIRING TO CONTINUE COAL FAMINE

#### Operators Decrease Output of the Mines.

#### Sensational Charge Is Made by John W. Mitchell.

#### Says Men in Collieries Are Not Supplied With Sufficient Cars.

PHILADELPHIA, Jan. 17.—President John Mitchell of the Mine Workers' Union delivered to-day his farewell address to the coal strike commission, in the course of which he said: "Several days ago I addressed a communication to all of the anthracite miners, urging them to co-operate with the management of the mines in increasing the output of the mines, for the purpose of relieving this terrible suffering due to the coal famine. Since my communication was received by them I have heard from a large number of our local unions and in nearly every instance the miners tell me that the production of coal cannot be increased through any effort of theirs; that in most cases the companies are failing to supply them with as many cars as they could load. In other words, the regular turn of cars will not amount to as much as the men are accustomed and willing to load, so that they cannot increase the output of the mines. In some few cases they say that they could and have agreed to do so."

Major Everett Warren of Scranton, who represents several coal companies before the commission, interrupted Mitchell and requested him to bring proof warranting this assertion. The companies, he said, had information to the contrary, and they would show that the men did not and were not willing to load as many cars as they could be supplied with. In reply to this Mitchell said:

"I am not attempting, of course, to testify as a witness in the matter. I am giving the sources of my information in each case. I do not say this for the purpose of placing the responsibility on anybody else. The fact of the matter is, my information would indicate that it is impossible to move more coal. The miners tell me the tracks are congested with loaded cars of coal at the mines. I want to say this, in connection with it, that we have 3000 men who were on strike that have so far been refused the right to work. We have waited patiently since the date of resumption for our men to be placed back in the mines. We believe they ought to be given work. We do not want to and will not cause trouble at the mines, but will do all we can to prevent it. But I want the commission to understand that the men who have been idle all this time are getting impatient."

#### FORTY TO BE INDICTED.

#### Chicago Grand Jury Will Return True Bills Against Dealers.

CHICAGO, Jan. 17.—Forty indictments have been voted by the special Grand Jury which during the last week has been investigating the causes of the shortage of coal in this city. No names were given out, it being declared by State's Attorney Dineen that, inasmuch as the indictments had been merely voted and not returned, no list of the accused men would be announced before 10 o'clock on Monday morning, when the jury will convene. It is said that among the men best interested parties on both sides eventually arranged for them to be brought together again.

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#### ORANGE GROWERS UNEASY.

LOS ANGELES, Jan. 17.—Those who are closely watching the orange industry believe they see in the market reports of the last few days evidence that the coal famine in the East is materially affecting the orange-growers of California. Reports from various sections are to the effect that the fruit is arriving badly frosted, which is taken to indicate that the cars have in many instances been left on side tracks through lack of motive power or fuel to keep them moving. Whether this is the cause of the reported loss of fruit in transit there is grave fear that the fuel famine will re-

### MINERS FIND VAST RICHES ON STREAMS

#### New Klondike Discovered in the Far North

#### Stampede Begins to Golden Soil Near the Tanana.

#### Strike Is Stated to be the Greatest Since Henderson's Big Luck.

SEATTLE, Wash., Jan. 17.—A special to the Times from Dawson says: A tremendously rich strike, the magnitude of which has never been equaled since Bob Henderson told his wonderful story of the Klondike, has been made eighteen miles north of a point on Tanana River, 300 miles from its source. The district is American territory. There has been depopulated and a wild stampede of prospectors from all the surrounding country is in progress. As yet few have reached the discovery.

The holes that have proved the wealth of the country were sunk late this winter and the first man to reach Dawson from the new country has just arrived. He is a Japanese, named J. Wada, well known in Dawson, where his voracity and honesty are known as his chief traits. So far the report has not been spread to any extent in Dawson, but the little that has been told has created an excitement that surely means a stampede.

The gist of Wada's report on the ground is that the district resembles the Klondike in its physical formation, but has a heavier growth of timber. Gold in widely different kinds had been found in eight different creeks when Wada left for Dawson, December 23.

The original strike was made on Pedro, a creek running parallel with Tanana, about eighteen miles from the river. This creek is staked for miles. Dan McCarthy, a well-known Dawsonite, made the discovery on Gold Stream, a continuation of Pedro, which has proved to be the richest so far found. It runs 25 cents at thirteen feet down and bedrock not yet reached.

McCarthy struck pay December 24 while sinking his first hole. He panned 7 cents. On Christmas day he had 15 cents to the pan. Three days later he had found 25 cents to the pan. The ground became richer all the time as he descended and what he found before reaching bedrock may be still more sensational reading when the news is finally received.

Pedro Creek, the discovery creek, has not as yet equaled Gold Stream. Seven cents is the richest found, but its wealth is better indicated in a statement that the Costa brothers sunk seven holes to bedrock and found an even run of gold in every one with a pay streak over eight feet deep right through with a width of about six hundred feet.

#### BIG OFFER FOR CLAIM.

Gold Stream is a big district, three claims (Alaska dimension) wide. It was not yet all staked when Wada left. About 100 men are working the ground. Jack Costa was offered \$50,000 for his claim on Gold Stream and refused it.

Thomas B. Grimsey, who was serving one year for theft, escaped from the police barracks Wednesday evening. It was dusk at the time. Grimsey was working on the police water wagon, in charge of Constable Atkinson. He entered the barn at the front door and escaped out of the rear. When on trial he told the judge that he had a wife and children in Seattle. The police have been unable to find any trace of him, although it is almost impossible for him to leave the country, as the trail is guarded.

Joseph Andrew Clark, the opposition candidate, polled the largest vote in Tuesday's election for the Yukon Council in the Dawson district. Dr. Alfred Thompson got second place. In district No. 2, which includes all the creeks, Rev. John Pringle polled the largest vote. Max Landerville got second place. Robert Lowe was elected from the White Horse district.

#### MOB RAIDS THE COAL CARS.

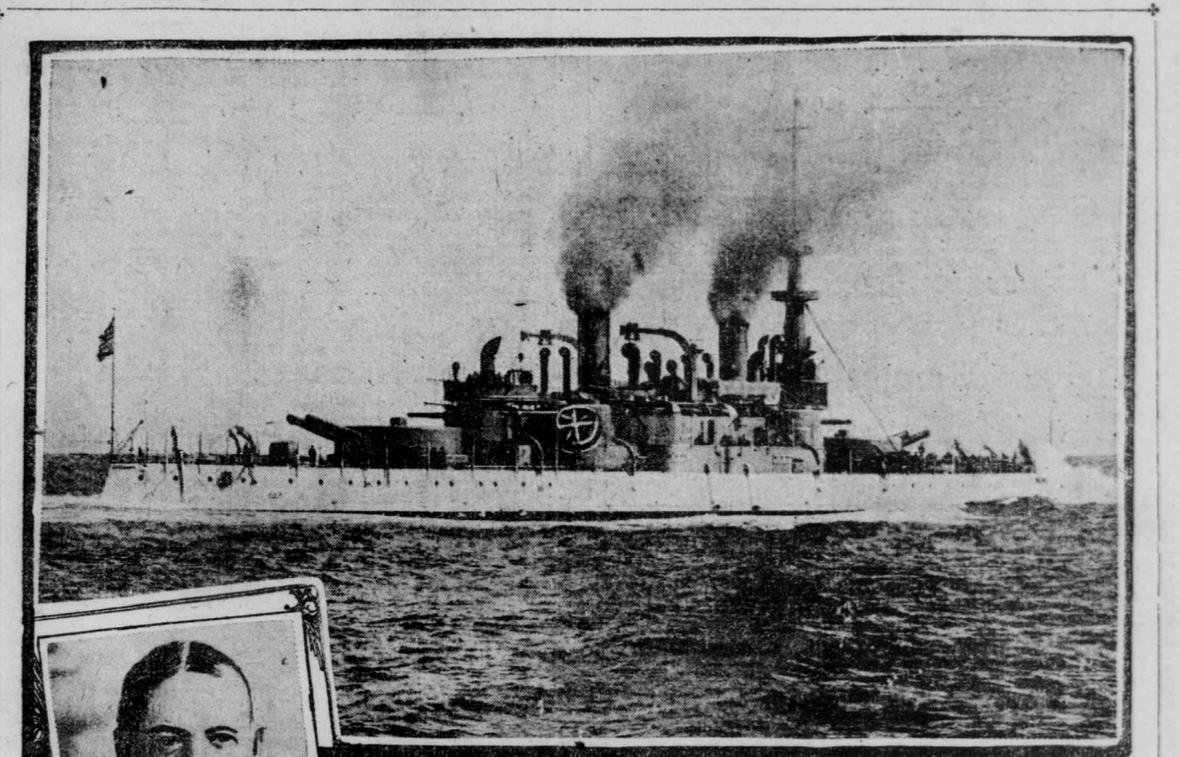
TOLEDO, O., Jan. 17.—A mob, including over 200 men, women, boys and girls, today seized five cars of soft coal which had just arrived in the Wheeling and Lake Erie Railroad yards, consigned to the National Malleable Casting Company and local oil men. There was no attempt to stop the wholesale theft, neither the police nor the officials of the railroad taking a hand in the affair. The fuel was carried off in wagons, sleighs, boxes, buckets and baskets.

#### OGDEN FEARS COAL FAMINE.

OGDEN, Utah, Jan. 17.—There is a threatened shortage of coal in Ogden caused by the fact that the Union Pacific strike renders it impossible for the road to move coal from its mines as formerly, and the output of the Rio Grande to a great extent is contracted by the Southern Pacific and the Coast trade. The railroads have employed detectives to patrol the yards here as a protection against coal thieves. The

## EXPLOSION ON THE BATTLESHIP MASSACHUSETTS KILLS SIX MEN

### Powder Charge for Eight-Inch Gun Is Touched Off by Accident During Target Practice.



REAR ADMIRAL HIGGINSON.

SAN JUAN, Porto Rico, Jan. 17.—Five men were killed and four others injured, one dying afterward, by the explosion of a powder charge of an eight-inch gun on board the United States battleship Massachusetts yesterday morning while at target practice off Culebra Island. Details of the explosion were obtained when the Massachusetts arrived here to-day.

The explosion occurred in the starboard after eight-inch turret shortly before noon yesterday, and was due to accidental discharge of a percussion primer while the breech of the gun was open. The full charge exploded in the turret and killed or injured all of the crew of the gun, numbering nine men. Ensign Ward K. Wortman, who was in charge of the turret, escaped injury, though he was standing near the gun.

#### DISCIPLINE IS SPLENDID.

Magnificent discipline was immediately shown by the officers and crew of the battleship. Captain Barry Lee, commanding the marine guard of the vessel, and Ensign Clarence Able immediately flooded the turret with water, and Lieutenant Charles F. Hughes and Gunner Kublwein went below to the magazine, picking up powder charges and preventing further explosions, while Lieutenant William C. Cole and Gun Captain Soneman entered the turret and withdrew the charge from the other gun, whose breech was open.

The survivors of the crew were rescued were burned, mutilated and nearly dead. One man, whose clothing was on fire, jumped overboard.

#### CAREERS OF THE VICTIMS.

Naval Records Supply History of Those Killed or Injured. WASHINGTON, Jan. 17.—The records of the Navy Department give a history of those killed on the Massachusetts as follows:

- Felix Herbert Loesser, enlisted at New York, October 4, 1900, as apprentice third class; born Brooklyn, December 1, 1884; residence, New York; next of kin, Edward Loesser, 313 East Eighty-sixth street, New York.
- Stephen Frank Malinowski, enlisted at Chicago, August 4, 1900, for four years; born in Poland, August 3, 1882; residence, South Chicago; next of kin, Frank Malinowski, 348 Ontario street, South Chicago.
- Andrew Hendricksen, enlisted at New York, September 24, 1900, for four years; born in Norway, March 12, 1872, residence, New York; next of kin, Hans Jensen, Christiansand, Norway.
- Kenneth Joseph Platt, enlisted at Albany, N. Y., August 16, 1900, for four years as landsman for training; born in Dublin, Ireland, May 6, 1882; residence, Troy, N. Y.; next of kin, Sarah Platt (mother), 269 Eighth street, Troy.
- Robert Rule, enlisted at Cincinnati, March 29, 1901, for four years as landsman for training; born in Cincinnati, May 12, 1882; residence, Mount Washington, Ohio; next of kin, John A. Rule (father), Mount Washington.



EXPLOSION'S VICTIMS ON BATTLESHIP

THE BATTLESHIP MASSACHUSETTS. THE EXPLOSION OCCURRED IN THE 8" TURRET WHICH IS DESIGNATED BY A CROSS.

#### EXPLOSION'S VICTIMS ON BATTLESHIP

THE DEAD

- K. J. Platt, 369 Eighth street, Troy, N. Y.
- S. F. Malinowski, 8433 Ontario street, Chicago.
- F. H. Loesser, 313 East Eighth street, New York.
- Andrew Hendricksen, Norway.
- A. S. Tacks, cockswain, Miami street, St. Louis.
- R. Rule, Walnut Hill, Cincinnati.

#### THE INJURED.

- A. N. Dossett, seaman, Durham, N. C., probably will die.
- J. G. Patterson, seaman, 22 Sohoe street, Pittsburg, will recover.
- W. A. Schert, apprentice, 375 Cleveland avenue, Chicago, probably will die.

#### BOTTOM OF PACIFIC NOT "FOREIGN COUNTRY"

Duty Must Be Paid on Repair Material for Commercial Pacific Cable Company.

WASHINGTON, Jan. 17.—The Treasury Department has decided that the bottom of the Pacific Ocean is not a "foreign country" within the meaning of the tariff laws, and hence repair cable imported by the Commercial Pacific Cable Company cannot be withdrawn from a bonded warehouse for repair work without the payment of duty.

The law specifically says that in order to be entitled to free exportation the goods must be landed in a foreign country, which fact must be verified by the certificate of a United States Consul in the country where the goods are landed. The rate of duty is 35 per cent ad valorem.

#### DYING MAN CLAIMS HE IS WILKES BOOTH

GUTHRIE, O. T., Jan. 17.—Just prior to dying, D. E. George, an aged and wealthy citizen, made the statement that he was John Wilkes Booth, the assassin of President Lincoln. George attempted suicide at El Reno and made a second and successful attempt in a hotel at Enid, taking poison. He stated that he had successfully eluded the officers after killing Lincoln and had remained unknown to the world ever since. He was reputed to be very wealthy, owning land in Oklahoma, Indian Territory and at Dallas, Tex.

#### Police to Guard Coal Trains.

SHAMOKIN, Pa., Jan. 17.—Owing to loaded trains being robbed of fuel and to guard against such trains being held up by persons rendered desperate because of the coal famine, policemen were ordered by the Reading and Pennsylvania railroad companies to-day to guard loaded trains while in transit to market through districts where the famine is the worst.