

Manauense In Trouble Again

Bad Luck Pursues Craft Which Came From England During Klondike Rush.

Officers Charged With Having Treated American Prospector With Cruelty.

The steamer *Manauense*, which was brought out from England at the time of the outbreak of the Klondike rush, has had a very checkered and unfortunate career since that period. It has been in trouble in Seattle, the Seattle Times of yesterday says.

Alone and probably slowly dying from starvation at barren East Cape, in the Bering straits, are thirty unfortunate American laborers and prospectors taken from Cape Nome on the steamship *Manauense*.

One man, an American named Nelson, refused to go ashore at that point. During the early hours of the morning about July 24th, he was taken by Captain Connaghton, E. B. McCowan, an agent of the Northeastern Siberia Company, and Chinese laborers, placed in irons and carried aboard the ship's launch.

The unfortunate man was not given a chance to procure his clothing and when placed on shore in the Arctic clime was made with the exception of a night shirt. In that condition he was deserted by the officers.

In the ship's saloon at the time was John Rosene, managing director of the company, who was banqueting by Seattle officers and interviewed all over the country regarding his plans of extensive operations in the North.

Nelson was seized by the rough Chinese and hustled aboard the launch. The men in charge of the launch, craft found it difficult to reach the shore on account of the dangerous ice floes. Several times the little boat was nearly wrecked, but finally gained a landing with its human cargo.

When shore was reached Nelson was left to his fate. The night was dark and stormy and the men who had been at the head of the expedition left the place in a hurry, leaving Nelson to his fate. He was left in an exhausted condition and it is believed that he died of cold and hunger in a short time.

On the first trip to East Cape nine American prospectors and the voyage to the ship was there no prospect of mining in sight and the country had nothing but the appearance of a barren. They were taken back to Nome and there landed.

After offering all kinds of inducements thirty broke and discouraged miners were found at the Nome gold fields willing to undertake the voyage in search of the fabulous wealth which was supposed to be had at East Cape by little work.

The men and their surroundings were painted in glowing terms, and the men were given to understand that the voyage was a sure thing with gold.

The stories were also circulated about the streets at Nome and the men could not find fault with the company's promises.

When East Cape was reached they were landed together with a small supply of provisions. The prospectors have no means of communicating with the outside and are now daily expecting the return of the *Manauense* with food.

Max Johnson, who was engaged by the company, returned on the *Manauense*. He has written to Secretary of State John Hay and to the Secretary of the Interior, Nelson by Capt. Connaghton, and asked that relief be sent to the men at East Cape.

He said yesterday that unless an expedition is organized in Seattle and a boat sent to the relief of the men at East Cape they will all die of starvation before winter. It is his opinion that some of the prospectors may have perished already as a result of exposure.

Another instance of cruelty on the part of the American officers on board the *Manauense* was the treatment of the third engineer. After working for thirty-two hours repairing the machinery of the launch he was ordered to be flogged. He was told that if he did not continue to work he would be thrown overboard and fed on black bread and water.

To escape from such a fate, the unfortunate engineer went ashore at Baranokov bay. The man was there left alone and his fate can only be surmised.

The Russian officers on the *Manauense* do not complain of the food supply, but of the cruel treatment of the American prospectors and the members of the Russian crew by the American officers.

To make matters worse the local Indian council has refused to give the *Manauense* permission to go to East Cape. She cannot get an American charter and Mr. Johnson thinks she will be broken up in this port.

The Russian has also refused to give her a charter when she was in Vladivostok. In one of her previous voyages she had a large number of Koreans were put ashore at St. Lawrence bay, where the company had no right to land. It is thought they will have a sufficient food supply.

With the Americans at East Cape a number of Chinese and Korean cooks who were also offered inducements, it is said, to go ashore at that place.

It is feared the threats alleged to have been made by the officers of the boat, about twelve men returned to Seattle on the *Manauense*, relating the sufferings of the men at East Cape. The number was Mr. Johnson. They have already instituted lawsuits against the company, and when the cases are called in court more details of the expedition will be made public.

J. D. Tremblay, secretary of the Northwestern Commercial Company and the Seattle representative of the Northeastern Siberia Company, declares that the entire story of Connaghton and Johnson is absolutely unfounded and malicious. Mr. Tremblay said this afternoon.

"This story is absolutely false, being the malicious attempt of Max Johnson to get revenge for having been discharged from the service of the company for drunkenness and general unfitness to perform the duties for which he was employed. Johnson, after having written at the time of his discharge, accepted full pay from the company for his services, came to this city and brought out against the company about a year's contract."

"Sixty American prospectors, about as many Russians and two or three Japanese and Korean laborers have been landed on the Siberian coast by the Northeastern Siberia Company during the past three months together with over \$100,000 worth of provisions."

"This man Nelson, who was taken to East Cape from Nome under a two years' contract. The contract was made for the necessary provisions and paid them a salary. All were landed at East Cape with their outfits and everything necessary to work with it except this man Nelson, who afterwards came on board and demanded that the captain carry him back to Nome. Upon his refusal to pay his fare the captain had him ejected from the ship. There is absolutely no danger of any suffering of any kind at East Cape, as we have a large store and warehouses there with provisions sufficient to last all the men there for five years."

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George Snider Submits Figure Just Below Forty-Five Thousand.

Carnegie library tenders were opened at yesterday evening's regular meeting of the city council with the result that one of the tenders submitted was below the appropriation available, \$45,000, giving the assurance that the contract will be let on an even day. There were three bids, as follows: Thomas Caterall \$42,488; George Snider \$44,894; H. J. Knott \$49,560.

There were present His Worship the Mayor, Aldermen Kinsman, Grahaime, Vincent, Yates, Goodacre, Cameron, Duncan and Stewart. Mr. J. B. Bradley officiated in the absence of City Clerk Dowler.

His Worship read a letter from the Mayor and Aldermen of the city of Canterbury mentioned in the local columns. Moved by Alderman Kinsman, seconded by Alderman Vincent, "Resolved that the best thanks of this council be presented to the Right Worshipful Mayor and Corporation of the ancient city of Canterbury, Mother City of the Anglo-Saxon Race."

There were expressions of good will and affection and sincere wishes for the continued and increasing prosperity of the city of Canterbury and the volume of views of Canterbury, which they have been good enough to send, and which this council has accepted from the hands of Gerald J. F. Adams, P. A. S. L. P. R. G. S. and Thomas Astor, Esq., of the city of Canterbury, in the name of the Corporation of the city of Canterbury.

"And be it further resolved that a copy of this resolution and of the minute of this proceeding be suitably engraved and forwarded by the City Clerk to the Right Worshipful Mayor and the Corporation of the city of Canterbury."

The following letter was read addressed to the City Clerk: "Montreal, Sept. 3, 1903.—Sir: I have the honor to acknowledge receipt of your letter of the 25th ult., in reference to the agreement between the city of Montreal and the city of Seattle, British Columbia, for the construction of a hotel at Victoria."

"I note your request for the consent of our corporation to the date of the agreement and the endorsement on the plan being altered so as to be dated subsequently to the passing of the by-law by the council."

In reply I beg to say that although we make it a rule to execute all our contracts which is executed under the seal of our company, yet under the special circumstances set forth in your request, and the pleasure in according to your request, and this company consents to the present dates both in the agreement and in the endorsement on the plan, dated August, 1903, being struck out and a date inserted after the by-law has been duly passed."

C. J. DRINKWATER, Asst. to the President. The letter was read by Mr. Otto Weiler, representing Gordon Street, was read and approved, and the city clerk was directed to inform that the city intends doing the work shortly."

The wiring inspector's report for August was read and approved by the council. A letter was read from the pound-keeper requesting a new suit. Request granted. The report of the city engineer was read and approved. The following letter was read from Acting City Engineer Adams:

"Referring to the petition of A. Morrison and others, for the removal of the rubbish state of Superior street between Menzies and Oswego streets as existing after the removal of the same by the by-law regulating tramway affairs. Mr. Morrison, however, makes the offer that in the event of the removal of the rubbish state of Superior street between Menzies and Oswego streets as existing after the removal of the same by the by-law regulating tramway affairs, Mr. Morrison will supply gravel for binding purposes."

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