

ZEALANDIA BRINGS FIRST NEWS OF CAPE NOME GOLD HUNTERS

Might Is Right on the Northern Beach and Shooting Affrays Are of Frequent Occurrence.



THE ZEALANDIA MAKING HER WAY THROUGH THE ICE.

There are hard times ahead for the gold hunters at Cape Nome, according to news brought by the Zealandia, which returned from Nome yesterday.

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THE HEROINE OF THE GOLDFIELDS.

Mrs. Harry Clark was the heroine of Nome and the adjacent goldfields when the Zealandia was there. She band guard over her husband's town lots while he was working his beach claims and when provisions ran short she made trips of 150 miles alone to bring back supplies.

Tales of Marvelous Finds in the Topkuk Diggings Sixty Miles South of the Cape.



THE CLARK CLAIM, WHERE THE BIGGEST NOME NUGGET WAS FOUND.

laska she had still twelve tons of coal in her bunkers. The Zealandia made a splendid run from Nome to San Francisco. On the way north the Ohio and some of the cracks tried conclusions with her, but she beat them all into Dutch Harbor and was coaled and away eight days before the Ohio.

There was only one row on the steamer during the passage, and that was when two gamblers began quarreling. Guns were drawn and shots fired while the vessel was at Dutch Harbor, but no one was hurt.

two shooting affrays which occurred at Nome recently. On June 19, A. G. Lucas, a watchman for the Alaska Commercial Co., while guarding some land for the company, was accosted by J. Lyons, another claimant.

BATTLESHIP OREGON ASHORE NEAR CHEFU

Strikes on the Island of Hoo Kie During a Fog—Steamer Sent From Shanghai to Her Assistance.

SHANGHAI, June 29.—It is reported here that the United States battleship Oregon is ashore on the island of Hoo Kie, in the Miao Tao group, about fifty miles north of Chefu, and that a steamer of the Indo-China Steam Navigation Company has gone to her assistance.

LONDON, June 30.—The Shanghai correspondent of the Times, telegraphing yesterday, says: "The battleship Oregon went ashore in a fog off Hoo Kie Island, thirty-five miles north of Chefu. Messrs. Jardine, Matheson & Co. are sending her assistance."

her and her doings, built as she was at our own Union Iron Works, and named after a sister State.

The Oregon was launched on October 26, 1893, and put into commission, Captain C. E. Clark commanding, on July 15, 1896. On the approach of hostilities with Spain she was ordered to the Atlantic, and left San Francisco on March 19, 1898, and arrived at Key West on May 26, making the phenomenal run of nearly 15,000 miles, down to and through the Straits of Magellan, and up the Atlantic to Jupiter Inlet, Florida, in sixty-six days, without the smallest mishap to any of her machinery or belongings.

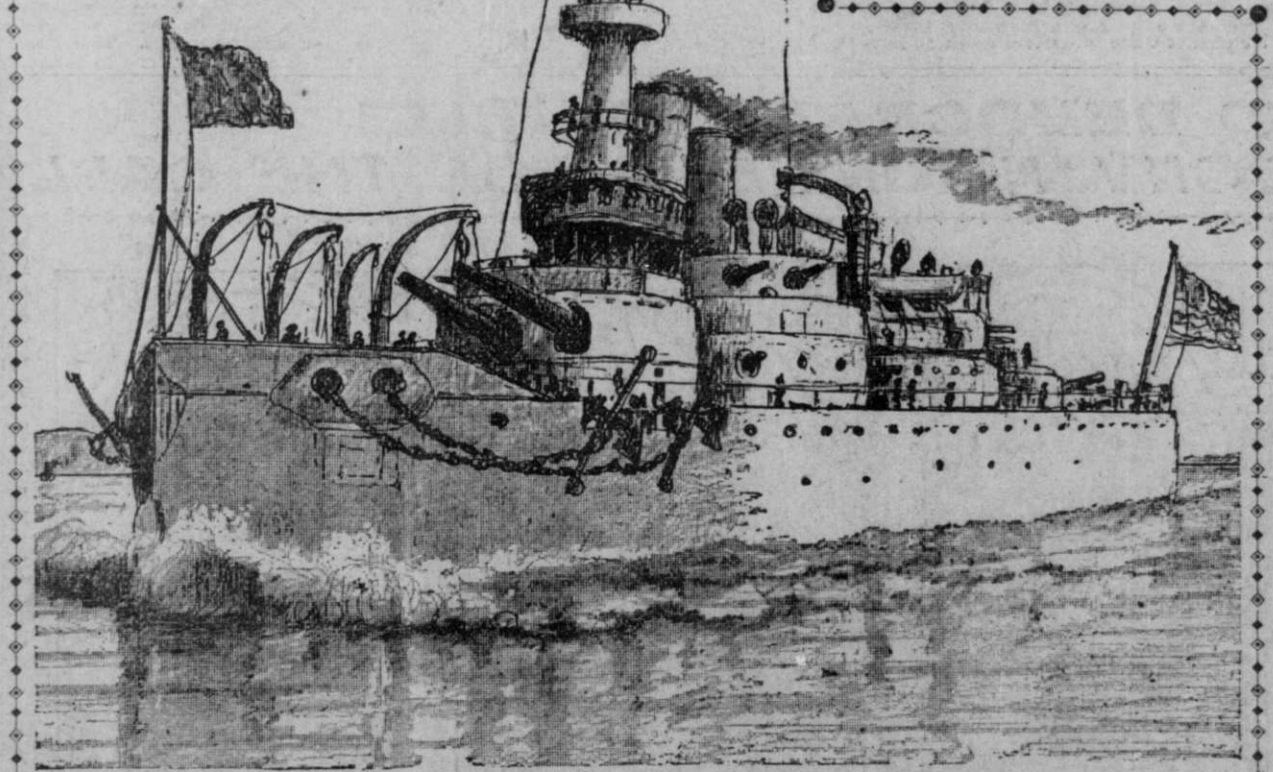
WASHINGTON, June 29.—No information confirmatory of the report that the battleship Oregon was wrecked off Chefu had reached the White House or Secretary Long at midnight. The Oregon is about at Chefu, and no surprise would be expressed if there should be truth in the report, though officials naturally hope that the press report is exaggerated and that when the Oregon is lightered she will float off the reef upon which she struck. In

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THE UNITED STATES BATTLESHIP OREGON.

the absence of official information Secretary Long is unable to take action. It is thought that the Oregon has gone aground Captain F. F. Wilde, commanding, will immediately notify Rear Admiral Hemy, who fortunately does not leave Hongkong until tomorrow, and that officer will make immediate arrangements for sending lighters and wreckers to the battleship's assistance.

The Oregon is the first-class battleship, not only one of the best—if not the best—in the United States navy, but, all things considered, one of the most formidable fighting machines in the world. San Francisco and the Pacific Coast have always had a proper and peculiar pride in

rious duties connected with the Filipino war. Captain A. S. Barker relieved Captain Clark as commander on August 6, 1898, and he in turn was relieved by Captain G. F. F. Wilde, her present commander, some months ago.

INSTRUCTIONS TO CHAFFEE PREPARED

WASHINGTON, June 29.—Secretary Root devoted the afternoon to the preparation of instructions to Brigadier General Chaffee, who has been assigned to the command of the troops ordered to China, and after a conference the President approved them with only a few verbal changes, which did not alter their general character. Although Secretary Root would not make public the text of the Chaffee instructions he said that generally speaking General Chaffee had been ordered to look out for the interest of the United States in China, to avoid entangling alliances, to act concurrently with the other foreign powers where it was to the general interest to do so, and, in a word, to continue the policy that has marked the actions of the United States since the beginning of the Boxer troubles in China. These instructions will be telegraphed to General Chaffee at San Francisco in order to reach him before the departure of the Grant on Sunday evening. Secretary Root said that in case the progress of events made it necessary it would be an easy matter to modify General Chaffee's instructions by cable to Nagasaki, which would be the first port visited by the Grant after her departure from San Francisco.

Europe for several months, will leave Berlin in a few days to rejoin his mission, going by way of the United States. Considerable comment has been caused by the failure of Emperor William to grant him an audience during this visit, which is said to be due to the fact that the Bishop's views do not coincide with the Emperor's.

GERMANY PREPARING FOR A LONG CAMPAIGN

BERLIN, June 29.—It is evident that the German Government expects the disturbances in China to last for a long time, inasmuch as all volunteers joining the naval battalions for China have been pledged for service until the autumn of 1901. The expedition will take 2,000 tents, each to serve for two men.

WOLSELEY SAYS CHINA COULD OVERRUN THE WORLD

LONDON, June 30.—Lord Wolseley in an interview published this morning says: "China possesses every requisite for overrunning the world. She has a population of 400,000,000, all speaking the same language or dialect, readily understood from one end of the empire to the other. She has enormously developed wealth and still more enormous natural wealth awaiting development. Her men, if properly drilled and led, are admirable soldiers. They are plucky and able to live on next to nothing. Moreover, they are absolutely fearless of death. Begin with the foundation of millions upon millions of such soldiers as these men are capable of being made, and tell me, if you can, where the end will be."

Numerous Accidents.

Reports of accidents, and serious ones, arrive daily. To-day I have the report of the loss of the brig Phœnix, which was crushed in the ice off St. Lawrence. The steamer Ranier picked up some passengers in an open launch at sea off St. Lawrence and reports the total loss of the bark Hunter, which was crushed in the ice near St. Lawrence Island. The Nome City, which was in company with the Ranier, returned to St. Lawrence Island for the wrecked passengers. The schooner Eclipse was also crushed in the ice and the whereabouts of this vessel are not known. The bark Hunter, which was without food, boarded the schooner and took her stores previous to the time of her being wrecked. The steamer Grace DeLamar was stove in the ice and is now beached near Sledge Island. These are the reports of the day and, on the whole, can be relied upon.

Unlucky Vessels.

The Zealandia brings the news that the Ohio was not the only vessel to reach Nome with smallpox aboard. There were two cases on the Roanoke and one on the Santa Ana, all of which went north from Puget Sound. The vessels and their passengers were sent to Egg Island, where they were still in quarantine when the Zealandia sailed.

The steamer Ohio arrived yesterday with 60 passengers and smallpox on board. Lieutenant Jarvis took the matter in hand and has ordered the Ohio into quarantine at St. Michael. As I think I have stated the beach is strewn with tents and it is impossible at the present time to get room enough to land the cargo on the beach. I have seen the commissioner and asked him if he could not clear that beach a few miles out and the beach is strewn with tents and it is impossible at the present time to get room enough to land the cargo on the beach. I have seen the commissioner and asked him if he could not clear that beach a few miles out and the beach is strewn with tents and it is impossible at the present time to get room enough to land the cargo on the beach.

The transport Rosecrans that was reported by the Portland as ashore on a mud flat was towed off by the tug Meteor and was safe at Nome when the Zealandia sailed. The barkentine Catherine Sadden and her cargo were sold by the agents of the steamer Corwin. Vessel and cargo will be a total loss to the owners, as a generation of litigation would not get them back a cent. Might is right at Nome, and the man with the gun carries the day.

The officers of the Zealandia report that the latest find in the golden north was Topkuk, or Monumental Beach. It is about sixty miles south of Nome. A few miners made fortunes there in a few days. A correspondent of The Call writes as follows:

There was considerable indignation both at Dutch Harbor and Cape Nome over the treatment of the little steamer Elk No. 1 by the steamer San Pedro. The latter ves-

Topkuk was first stated on April 24, 1900. Since that time to date over \$300,000 has been taken out in gold dust. Most of the dust

was fine, the largest nugget taken out being valued at \$30. The Recorder of the district is J. Kuckstadt. Topkuk has a population of 300. It has three stores and three saloons. J. Kuckstadt and eight others took out \$125,000 in one and a half month's work. They have struck a quartz ledge. The ore, it is claimed, runs \$1000 to \$2000 a ton. The stamp mill is now on the way from San Francisco to work the property. Twenty to thirty men have taken out \$10,000 apiece here and 100 men have taken out about \$2000 apiece.