

VEENDAM SINKS AT SEA

Dutch Steamer Strikes a Piece of Sunken Wreck.

PASSENGERS AND CREW

All Safely Taken Off by the St. Louis.

New York, Feb. 12.—The American line steamer St. Louis, Captain Randle, which arrived today from Southampton, reports the loss at sea of the Holland-American line steamer Veendam, Captain Stenger, from Rotterdam for New York. The passengers and crew of the Veendam were saved by the St. Louis.

At quarantine Captain Stenger of the Veendam reported as follows:

"The Veendam left Rotterdam February 2 with a general cargo, nine cabin, 113 steerage passengers and 36 crew, bound for New York. Had strong northwest gales and high west and west-northwest seas. February 6 at about 5:15 p. m., ship's time, being in latitude 33° 35' north, longitude 20° 55' west, the steamer struck a submerged wreck or wreckage which probably tore a hole in the ship's bottom and broke her propeller shaft. We found that our ship was making considerable water. We immediately set all pumps to work but notwithstanding this the water gained on us. In the meantime all our boats were made ready in order it necessary to leave the ship at a moment's notice, because she was now sinking rapidly by the stern. At 1:20 a. m. we observed the masthead lights of a large steamer bearing about east by south from us. We made signals of distress, on which the vessel bore down on us. We then decided, for the safety of the passengers and crew, to abandon the ship. The vessel proved to be the St. Louis of the American line, bound from Southampton for New York. We hailed her and reported that our ship was sinking and that we wished to be taken off. At 1:35 a. m. we commenced to transfer our passengers and crew, using three boats of the St. Louis and one of ours. Our men were kept at the pumps.

"At 4:30 a. m. Monday morning everybody had been transferred to the St. Louis. When the last boat left, the Veendam was laboring very heavily and sinking rapidly by the stern. The transfer of the passengers and crew, notwithstanding the great difficulties and high seas running, took but three hours and ten minutes and was accomplished without the slightest accident.

"As the wreck was a dangerous obstruction to navigation, we decided to set her on fire, which was done. The position of the wreck was then latitude 33° 19' north, longitude 18° 47' west.

"On board the St. Louis we were warmly received and the captain and his officers did everything possible for our comfort. We take this opportunity to express our utmost gratitude, also, in the name of the passengers of the Veendam."

ON BOARD THE ST. LOUIS.

The captain of the St. Louis reports as follows:

"The St. Louis left Southampton February 2 at 12:24 a. m. with 221 cabin and 133 steerage passengers. She experienced west and northwesterly winds and heavy seas until the morning of the 7th, when at 11:22 a. m. she sighted a steamer bearing west half south, seven miles distant, sending up distress rockets. The St. Louis bore down and stopped near her at 1:25 a. m. The captain reported her to be the steamer Veendam of the Holland-American line, from Rotterdam for New York. In a sinking condition. The captain asked to be taken off, as the Veendam was sinking rapidly. We immediately responded to his wishes by sending three of our lifeboats, the first in charge of Mr. Seagrave of the St. Louis; the second in charge of Mr. Beckwith, senior second officer, which made two trips, and the third in charge of Mr. Campbell, extra second officer, which made two trips, the Veendam using one of her boats. In three hours and ten minutes, or at 4:52, they had succeeded in transferring all the passengers and crew, 215 in all, safely on board the St. Louis without the slightest accident or injury to any of them. Our boats were somewhat damaged by coming in contact with the ship's side, as the steamers were rolling heavily in the sea. At 4:55 we proceeded on our course, leaving the Veendam sinking low in the sea and east her boat adrift near her. We distributed the passengers and crew amongst our own accommodations and made them as comfortable as possible. The position of the Veendam was latitude 33° 12' north, longitude 18° 47' west.

"The second boat to be lowered from the St. Louis was commanded by George Beckwith, senior second officer. No sooner had this boat settled into the sea than an immense swell smashed it against the ship's side and crushed it. Another boat was quickly lowered and into this Officer Beckwith and his crew were transferred. This boat took eighteen women from the Veendam. Henry Campbell, second officer of the St. Louis, commanded the third boat, which also took seventeen passengers. By the time the third boat had pushed off from the Veendam, I had again arrived with my boat, and in the first boat had transferred the women who had been lowered, manned by the first and second officers of the Veendam. The second boat foundered before any passengers had been taken aboard. The crew, however, was quickly rescued.

"It was 4:53 a. m. when the last boat pulled up to the side of the St. Louis, just three hours and ten minutes after the first boat had left our ship. My boat made four trips and transferred ninety passengers; Beckwith's made two, and transferred thirty-six passengers; Campbell's made two, and also transferred thirty-six passengers, and the Veendam's boats made three trips, and carried a total of fifty passengers.

"The last man to leave the Veendam was Captain Stenger. I had to call him several times before he swung himself over the side and left the ship to her fate.

"By this time the stern of the Veendam had settled perceptibly and her bow was almost entirely clear of the water. Before leaving the Veendam Captain Stenger set fire to various parts of the cabin.

"Aside from the women and children, most of the passengers of the Veendam behaved heroically. Though the sea was running very high, we were in little danger of being swamped except when close to the ship's side. The passengers were drenched to the skin. We protected them as much as possible with oilskins and tarpaulins. When the work of rescue was over the St. Louis had drifted until she was a mile and a quarter from that remained above water of the Veendam."

"This is the second rescue in which Mr. Seagrave has played a prominent part. PASSENGER BROWN'S STORY. Archer Brown of this city was a passenger on the St. Louis. Describing the scene on the St. Louis while the rescue was in progress, he said:

"Nearly all of the passengers on the St. Louis were in bed when the news quickly spread that a wreck had been sighted. Then we crowded on deck. We could see the glare of the sky rockets as they burst in the air, and we could hear the shrieks of the women on the Veendam. The excitement on board the St. Louis—that is among the passengers—was intense. We cheered the rescuers as they pushed off from the Veendam."

"It was perhaps three-quarters of an hour before the first lifeboat returned. In it we could see about twenty-five children, all huddled closely together and crying loudly. Officer Seagrave was doing his best to quiet them.

"It was a sight worth seeing, the way our well-dressed American women ministered to the wants of the poor wretched creatures who were huddled on board more dead than alive. The rescued women, after they had partially recovered, began to cry about their children, and when they found them they cried for joy. It seemed to me that some of us men advised a bit about that time.

"When the rescue came aboard we were more in our element. We gave them

"We take pleasure in saying that Captain Stenger and his officers maintained perfect discipline on their ship and very ably assisted us in disembarking the passengers."

The passengers of the St. Louis passed resolutions commending the gallant service and splendid seamanship displayed by the officers and crew of the St. Louis in the rescue of the Veendam's passengers and crew.

The Veendam was formerly the White Star steamer Belle. She was built at Belfast, Ireland, by Hart & Wolf in 1871. She was a four-masted, mackintosh-rigged screw steamer. She registered 4,098 gross and 2,767 net tons and was 415 feet long, 41 feet beam and 11.9 feet deep.

THE ST. LOUIS IN PORT. The St. Louis was very slow in making her dock owing to the dense fog which overhung the river today. A great crowd awaited her arrival. When at noon the American liner was finally moored, Thomas Seagrave, first officer of the St. Louis, who commanded the first boat which was lowered, and who, according to all accounts, is the real hero of the rescue, told a modest story of the occurrence. He said:

"I was shortly after 1 o'clock Monday morning last, that the officers on board the St. Louis first noticed the signals of distress so familiar to and yet so dreaded by seamen. The rockets were being fired, as near as I can judge, about five miles to the starboard of us. Orders were at once given and the St. Louis promptly changed her course.

"As soon as we got close enough to the ill-fated vessel, signals were run up informing us that the vessel was in sore distress and that the passengers and crew desired to be taken off as soon as possible. With the aid of glasses we discovered that the ship in distress had an immense hole in her side to the aft and was slowly but steadily settling. A high rollers sea was running at the time. A storm had been raging a few hours previously, but the sea had calmed considerably. Our captain at once ordered the lifeboats manned and the work of rescue began. I was given command of the first boat to be lowered. We were then lying off about a quarter of a mile from the Veendam. As our lifeboats drew nearer we could plainly hear the cries of distress from the shivering and frightened passengers. As soon as we got close by, Captain Stenger told me there was no hope of saving the vessel and that all haste should be made in transferring the passengers to the St. Louis.

"The first to be taken from the Veendam was a six-months old baby. Following this about twenty more children, ranging in age from the swaddling-clothes period to ten and twelve years, were lowered to our boat. As soon as this was done, we pushed off and made back to the St. Louis, where the youngsters were taken on board.

"The Veendam was laboring in a heavy sea and the work of rescue was difficult. The passengers were lowered from the ship's side by means of life slings. The excitement on board the Veendam was intense, but Captain Stenger and his crew worked to keep the passengers in the kind of discipline. After all the children had been taken from the Veendam, the women were transferred to the lifeboats. Next came the men, and last of all the ship's crew. Many of the women were so overcome that they had to be picked up and dropped overboard into the arms of the lifeboat crew. Captain Stenger behaved like a hero. Not only did he direct the efforts of the officers and crew, but he assisted in lowering the children and more timid of the women.

"The second boat to be lowered from the St. Louis was commanded by George Beckwith, senior second officer. No sooner had this boat settled into the sea than an immense swell smashed it against the ship's side and crushed it. Another boat was quickly lowered and into this Officer Beckwith and his crew were transferred. This boat took eighteen women from the Veendam. Henry Campbell, second officer of the St. Louis, commanded the third boat, which also took seventeen passengers. By the time the third boat had pushed off from the Veendam, I had again arrived with my boat, and in the first boat had transferred the women who had been lowered, manned by the first and second officers of the Veendam. The second boat foundered before any passengers had been taken aboard. The crew, however, was quickly rescued.

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"Ayer's Cherry Pectoral saved the lives of two of my children when to all appearance they were in the first stage of Consumption."

J. W. HUFFORD, Farmington, Ia. HALF-SIZE BOTTLES, 50c.

whiskey and it did them no end of good. "As the last boat hoisted in sight, a glare burst out. The Veendam was on fire. The rescued passengers huddled together and set up a wail. They had nothing in backs."

STORY FROM THE STEERAGE. Mendel Mandoff and David Devinshke, low steerage passengers of the Veendam, both hailing from Kovno Gubernia, Russian Poland, told a joint story of what befell the ill-fated Holland-American liner.

"It was after 5 o'clock on Sunday, and we were three days out, that there came a terrible crash. We did not know that was the matter. The women, for the most part sick, sprang from their cots and began to rush about. They shrieked dreadfully. The ship stopped and from the rushing around we knew that there must be some grave trouble, and we began to pray to God for his protection. Suddenly one of the officers came into the steerage and ordered all the men on deck. We obeyed and were put to work on the pumps. The crew of the Veendam were brave fellows. Not a man would get off until all of us were safe.

When we were on the St. Louis and found not a soul was missing, we fell on our knees and thanked our God. We have been splendidly treated on this ship. We have no clothing, only what we are wearing."

THE WOMEN PASSENGERS. Chala Nylka, who came to this country with her father from Sushkavalen, Kalish Gubernia, Russia, spoke for the women who were rescued.

"We were nearly all of us sick," said she, "when the crash came. As we became suddenly we were all sick and frightened away. When we heard some of the men saying the 'Shema' (Jewish prayer before death) and others saying the Psalms, we thought that the end had come. When all the men were ordered upon the deck we followed, because we were afraid to stay where we could not see. On the decks we saw men at work at the pumps and felt the vessel settling. We strained our eyes to see the darkness to see ships but there were no ships.

"Then great lights shot out and they said rockets would bring us help. For five hours we watched them shooting up and then dropping into the rough sea. "Then in the distance we saw a light. At first we said it was another rocket, but the light burned steady and it grew larger and then the sailors said it was a ship. The rockets went on for some time and the lights in the distance grew many. On the darkness there shot a boat, and we were all saved."

The 113 steerage passengers of the Veendam were taken to the large office. Of these, seventy were detained because of lack of visible means of support.

The captain, officers and crew of the Veendam sailed for Rotterdam on the Spaarndam this afternoon.

BUCKLEN'S ARNICA SALVE. The Best Salve in the World for Cuts, Bruises, Sores, Chapped Hands, Chilblains, Corns, and all Skin Eruptions, and positively cures Piles, or no pay required. It is guaranteed to give perfect satisfaction or money refunded. Price 25 cents per box. For sale by G. Gehring.

"ON TO BLACKWELL" Report of Track-Laying on the Hutchinson and Southern. Medford, O. T., Feb. 12.—(Special).—The Patriot says: "On to Blackwell, the Hutchinson and Southern commenced laying track in real earnest Monday and the track-laying force is already out of sight. They put in last week laying side-track and putting in the crossing on the Rock Island. T. R. Duncan is pushing the gang, with Roadmaster Roberts a good supporter. They hope to be blowing the whistle in Blackwell by March 1, and will if the weather does not detain them. A Santa Fe engine is doing service for the construction crew. The work makes Medford somewhat lively."

To Cure a Cold in One Day. Take Laxative Bromo Tablets. All druggists refund the money if it fails to cure. 25c. The genuine has L. B. Q. on each tablet.

The Canadian government will ask parliament to abolish the reciprocal clauses and thus make the minimum tariff apply solely to Great Britain and possibly the colonies. Owing to the discovery that even with the German and Belgian treaties out of the way, the preferential tariff would apply to nearly all the world.

"Noxoid" positively cures a Cold or La Grippe in a day. Guaranteed in every case. Sold by all druggists.

Pittsburg and Gulf Railroad. The unwise faith of some of the fool friends of Sabine Pass on the Pittsburg and Gulf railroad, has entirely shut off all hope of any favors from the Pittsburg and Gulf railroad. The Pittsburg and Gulf railroad with the hundreds of millions of backing will faithfully carry out all their promises for Port Arthur. We understand that even now hundreds of carloads of Kansas products fill the immense Port Arthur export depot which is lighted some seven miles down to deep water, requiring the constant employment of some two or three hundred men. Keep your eyes on the Pittsburg and Gulf railroad and Port Arthur.

CUBAN QUARTER-REAL Jacob E. Harmon Sends His Uncle a Christmas Gift. Guthrie, O. T., Feb. 12.—(Special).—H. D. Harmon, living on Division street, has received a Christmas gift from his nephew, Jacob E. Harmon, who is now in Cuba. The gift is a Cuban coin of the value of 24 cents. It is about the size of a United States half dime. On the one side appears a scroll surrounding the inscription: "A Real". On the reverse side appears a picture of a Cuban town with a volcano in the background. Young Harmon has been in Cuba about six months working near Pinar del Rio. He says the Cubans think the war will soon close and that everybody is making ready for reconstruction.

THAT BLACKWELL RACE WAR Was Occasioned by the Presence of Five Colored Men. Blackwell, O. T., Feb. 12.—(Special).—Five colored men arrived in this city last Tuesday evening and took up their residence in Colonel Blackwell's barn. It is reported that a committee waited on the colored gentlemen and advised them not to locate. Considerable excitement was raised when Blackwell took the men just east of the school house to stoke off some lots. The years followed by a large crowd and the negroes became frightened and took refuge in Blackwell's house, but were not further molested.

LITTLE CHANCE FOR ZOLA But if He Should be Acquitted Anything Might Happen. London, Feb. 12.—There is little chance of the acquittal of Emil Zola. The mob would be ready to lynch the jury, and the soldiers are more excited than they appear to be. Deliberate for secret trial, however, is increasing, and should M. L. Zola's attorney's effort an acquittal, the government is bound to fail, in which case the army may issue a proclamation. The chances are decidedly against such an overturn, but there is no lack of funds for a revolutionary movement. The Jews are both frightened and enraged at their position under the parliamentary republic.

NEW JUSTICE INDORSED Appointments of Burford and Hainer Give Great Satisfaction. El Reno, O. T., Feb. 12.—(Special).—The appointment of Judge John H. Burford, to be chief justice, and Hon. Bayard T. Hainer, to be associate justice, is giving universal satisfaction in this city. The appointment of these two gentlemen will go a great way towards cementing the ties which now hold the Republican party together. Everybody was afraid that carpet-baggers from Ohio or Indiana would be selected to fill those important positions and it was whispered about among the prominent politicians that if such was to be the case the party was doomed to ignominious defeat at the next fall election.

ALL PARTIES ARE SATISFIED With Recent Appointments and Major Woolsey's Exonerations. El Reno, O. T., Feb. 12.—(Special).—The Woolsey exonerations has resulted in the complete reformation of all the charges against the mayor, as every one who knows his honorable record believed from the first. Lawrence, who is still in jail, tells the whole story over again and undoubtedly tells the truth when he admits he falsely charged Major Woolsey with any complicity with the crime.

FOLKS GET TREATED RIGHT When They Tarry in the Hospitable Town of Woodward. Woodward, O. T., Feb. 12.—(Special).—The fourth annual convention of the Oklahoma Live Stock association has come and gone, and Woodward can proudly say it was the biggest affair of the kind ever held in the territory and to one who has been familiar with frontier towns for almost twenty years it seemed the best conducted.

MORE SANTA FE SWIFTNESSEVEN THE EMPIRE EXPRESS HAS TO TAKE THE SIDEWALK. Topeka, Kan., Feb. 12.—The Santa Fe made another remarkable run on its western division, eclipsing its former records by several minutes. Train No. 4, the Santa Fe California limited, consisting of a composite car, dining car and three heavy Pullmans, covered the distance from La Junta, Colorado, to Dodge City, Kansas, 264 miles, in 3 hours and 41 minutes. Deducting ten minutes for slow downs, taking water, etc., the actual speed was 57 miles per hour. This is faster time than is made by the Empire Builder, and the officials of the road are very much elated over the performance.

INDIAN TERRITORY BILL Sub-Committee Has a Sweeping Measure Ready TO WIPE OUT THE TRIBES And Extend the Federal Sway Over That Region. Washington, Feb. 12.—The sub-committee on Indian affairs, which has been engaged for a considerable time in framing a measure designed to harmonize the laws for the government of the Indian territory and to bring out of the chaos prevailing there has completed its work and the result will be presented to the full committee on Monday. The bill framed is a most comprehensive measure. It abolishes all Indian courts in the territory and requires the president's approval of all acts passed by the Indian legislature. This latter provision is to prevent much of the scandalous legislation enacted by the Indian legislature, which was prejudicial to the interests of the Indians as a whole. The bill extends the criminal and civil laws of the United States to the territory so as to prevent a conflict of authority such as has heretofore frequently arisen where a white man was murdered by an Indian or vice versa. It also allots in several of the lands of the five civilized tribes and adjusts pending disputes between them. For instance, the Delaware have purchased 157,000 acres from the Chickasaw but have not yet obtained them. It empowers the Dawes Indian commission to lay out townships and provides means for acquiring lots and the methods of conducting the business of the towns and in various other ways provides for the equities between the Indians. Mr. Fischer, chairman of the Indian committee, hopes to secure action on the measure at this session of congress.

CHIEF ISHPARCHECHER SPEAKS Changing in the General Government With all of the Best of the Nation. Muskogee, I. T., Feb. 12.—Chief Ishparchecher of the Creek nation, has issued a proclamation dealing with the recent action of the secretary of the interior forbidding the appropriation by the Creek council of money to pay attorneys to resist the operation of the recent act of congress abolishing the tribal courts and conferring complete jurisdiction on the United States courts. He says: "I see in the public prints much surprising concerning myself. Some think I have retired to my country home to sow wood, others that I have accepted the inevitable without a further struggle, and still others say that I am planning either war or a general exit with my people to Mexico. None of these surmises disturb me in the least, for I do not regard them any more than the idle, passing winds. Let me speak as my silence seems to annoy some people. I will give the public my views of the situation as I now see it. The United States government has by its late acts of congress abrogated the treaties heretofore made with the Indians of the Indian Territory, disregarding their wishes and ignoring their treaty rights. I feel that this is an assumption of power unauthorized by the organic laws of the American union, and simply a declaration of war, which would be resisted as such if such treatment were attempted against the similar rights of any nation other than the weak, defenseless tribes of the Indian Territory. In other words, I see a challenge of power without affording the Indian any weapon of defense. The Indian is simply a target to stand up and be shot down. This is not fair. Let the Indian have an equal show, and if he then proves himself an unequal match, his defeat cannot be charged to unfairness. It has ever been the boast of Americans, that above all things they loved fair play—equal right to the humblest of citizens at all times, but I ask in all candor, is such the fact regarding the Indian at this time? Is it fair that the Creeks shall be denied the use of their money to use as they please, and to pay for their own defense? Are they to be treated as such in the exercise of the rights guaranteed to a free people? Yet we, the Creeks, are denied the use of the means necessary to protect our rights in the courts of the United States. Thus it seems that we, the Creeks, have no rights of self-control and are to be dealt with as little children only."

Catarrh Mrs. Josephine Polhill, of Due West, S. C., had a severe case of catarrh, which finally became so desperate that she was entirely deaf in one ear, and part of the bone in her nose sloughed off. The best physicians treated her in vain, and she used various applications of ointments and sprays, but was unable to get any relief. Fourteen bottles of S. S. S. promptly reached the seat of the disease, and cured her sound and well. S. S. S. never fails to cure any case of Catarrh, whether it is the only remedy used, or is used in connection with other remedies. Books free by request. Sells Everywhere. Solely by S. S. S. Co., Atlanta, Ga.

GOV. BUSHNELL OF OHIO,

Selects J. L. Hampton as His Executive Clerk.

Hampton's Experience With Catarrh and Pe-ru-na.

News From North and South.

El Reno, O. T., Feb. 12.—(Special).—There has been so much talk about what the Rock Island was going to do that it seems to be folly on the part of a newspaper man to advertise it any more, but when a piece of good news does come along it is no more than right the world should know it. The Rock Island proposes to build a large and commodious passenger depot and take the old depot and yards, and convert the whole business into a freight depot and yards according to plans submitted some time ago.

The El Reno Ice and Coal company and Frank Kraft are going to build a packing house in the near future. The ice company will furnish the ice for the cold storage and Mr. Kraft will build the necessary buildings required for a plant of this kind.

Jake Schweizer, El Reno's cotton king, is doing a big business. He bought a number of bales of cotton today for which he paid \$5.50 a hundred. Prices for cotton this week were \$4.35, \$4.45 and \$5.50.

MR. J. L. HAMPTON. Mr. J. L. Hampton is one of the brightest young men in public life in Ohio. His first position was that of Clerk in the State Board of Equalization, then he was elected by the Supreme Court as Assistant Law Librarian; when Governor Bushnell was elected he made Mr. Hampton his Executive Clerk, a position of very great responsibility.

STATE OF OHIO, EXECUTIVE DEPARTMENT, GOVERNOR'S OFFICE, COLUMBUS, Ohio, June 3, 1897. The Pe-ru-na Drug Mfg Co.: Gentlemen—I have been using Pe-ru-na for some weeks and want to testify to its value in cases of catarrh and stomach trouble. I have been a sufferer from catarrh for years and my whole system was permeated with it, thus causing me much stomach trouble. Pe-ru-na has cured the catarrh, and I am in every way much improved.

Very truly, J. L. Hampton, Executive Clerk.

Catarrh Three Years. Indigestion Five Years. Mr. A. J. Thompson. I want to tell you what Pe-ru-na has done for me. I was as bad off as any man could be with indigestion for five years and Pe-ru-na cured me. I spent lots of money trying to get cured, but I never was helped permanently until I took Pe-ru-na. I cannot speak too highly of it. I have recommended Pe-ru-na to over a hundred people here and in Chicago, where I have been a great deal of the time for the last ten years.

A Woman's Praise. Mrs. Caroline Daft, Evansport, O. I sent my photograph and testimonial. I suffered with catarrh of the head, nose and throat for three years. I could get no relief until I began taking Pe-ru-na. I took three bottles. It has done wonders. Independent of curing my catarrh, it has greatly improved my general health. I cannot describe the change. Any one suffering from catarrh, and knowing that it can be cured, would be very unwise not to take Dr. Hartman's advice. Follow directions. Pe-ru-na does the rest.

Winter Cough. G. W. Arizer and Son, Collierville, Tex. I have been using Pe-ru-na for cough I have had for some time. It has completely cured me, and I do heartily recommend it to those that are suffering from coughs and colds. I will praise Pe-ru-na forever.

Catarrh of Head Six Years. Mrs. A. B. Bryant, Crawford, Miss. I suffered about six years with catarrh of the head. It was so bad I could not breathe through my nose for weeks at a time. I took two bottles of your Pe-ru-na and now I am entirely well. It has been two years since I took the Pe-ru-na and I still use Pe-ru-na with great success.

New Well and Hearty. Mrs. J. A. Barber, Knoxville, Tenn. It gives me much pleasure to recommend to the public such a valuable remedy as Pe-ru-na. My health was completely broken down and had been for almost a year. I could not rest day or night, but suffered constantly would misery. Tried remedy after remedy, but found no relief until Pe-ru-na was recommended to me by a friend. I have taken one and a half bottles and am today well and hearty. I shall always praise Pe-ru-na, for I feel it saved my life.

A FREE MEDICAL BOOK. "The Life of Life" is a short encyclopedia of medicine. It describes and treats nearly all the diseases that flesh is heir to. Sent free by The Pe-ru-na Drug Manufacturing Company, Columbus, Ohio.

THE WOMAN AND THE SPHINX. The mystery of womanhood is full of deep unanswerable enigmas. Why should women be compelled to suffer and die, not only because they are women? Why is it that the source of their highest joys is at the same time the cause of their greatest sorrows? The very attributes which make it possible for women to be happy wives and mothers also render them liable to the most physical misery and pain.

The sufferings of body and mind caused by some weakness of the distinctly feminine organs are so almost universal among women that the question might well be asked: "Is this Nature's punishment for the crime of being a woman?"

The true answer is No! These sufferings are neither natural nor necessary. They would not exist if the organism was healthy. No woman ought to endure such troubles. There is no need of it. Dr. Pierce's Favorite Prescription is a perfect and positive cure for feminine weakness and disease.

It gives health and strength to the special organs and nerve-centres, heals inflammation, stops weakening drains, promotes functional regularity, and restores the normal, vigorous and painless condition which Nature intended.

It is the only medicine of its kind invented by an educated and experienced physician. It is the only medicine which makes baby's coming safe and comparatively painless.

Any woman who would like to know more about this medicine and about her own physical make-up should send at once cent stamps to Dr. R. V. Pierce, Buffalo, N. Y., to pay the cost of mailing only on an absolutely free copy of his thousand-page illustrated book, "The People's Common Sense Medical Adviser," or 31 stamps for cloth cover.

A sure and permanent cure for constipation is Dr. Pierce's Peppermint. One "Peppermint" is a gentle laxative, two a mild cathartic.

Dr. R. V. Pierce, Buffalo, N. Y.

brings his family with him they will sell their lots to them, if they have not the cash to pay down, on one, two or three years' time, and a large and commodious