THE INDIANAPOLIS JOURNAL.

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THE CELEBRATED

JOSEF HOFMANN'S SUITS.

(Stein, Block & Co., New York.)

These suits, named after the famous boy pianist—the greatest musical prodigy since Mozart—are for boys from 4 to 14 years old.

COME AND SEE THESE CHOICE SUITS. We are the only house here that handles these beautiful goods.

ORIGINAL EAGLE

5 & 7 West Washington St.

Kankakee Line--Big '4' Railway

OKLAHOMA.

The wires from the West come loaded with stories of thousands who, like famishing beasts, are encircling Oklahoma, awaiting the lifting of the government barriers, to make a grand rush for the land prizes supposed to abound inside the charmed line, wherein heretofore it has been unlawful to go. These American citizens are curious, and have two well-defined traits of character—to get something for nothing; the other is, when it becomes understood that a thing cannot be had, it at once, in the eyes of these people, assumes all the virtues that make it desirable. For the time being, all energies are turned to gaining the seemingly unattainable—and is it always satisfactory when it is attained!

Fifty thousand are to move on to Oklahoma April 22. Now, about the 22d of May will be the time to go to Oklahoma. Then about thirty thousand of the first fifty-thousand rush will be coming out, and you can go in and build on their disappointments. What is fifty thousand people in Oklahoma! Why, the towns of the country should have that many in a year. If you want to go, just go, with your mind made up to stay, no matter if you are not just suited. Stick, and ten years, if spent by laboring towards an object, will find you a prosperous man. And don't forget the Big Four ticket-office, corner Washington and Meridian streets, is the place to get your railroad tickets for the journey.

TIME CARD.

CINCINNATI DIVISION.

Depart: :	3:55 a m	10:50 a m	3:50 p m	6:26 p m
Arrive: :	10:40 a m	11:45 a m	4:55 p m	10:50 p m

CINCINNATI DIVISION—SUNDAY TRAINS.

Depart,	3:55 a m	3:45 p m
Arrive,	11:50 a m	10:50 p m

CHICAGO DIVISION.

Depart -	7:10 a m	12:05 no'n	5:15 p m	11:20 p m
Arrive -	3:30 a m	10:35 a m	3:30 p m	6:10 p m

By this line and its connections you have Pullman sleepers, buffet and dining cars, parlor cars on day trains and reclining chair cars on night trains. For full particulars call at office, corner Washington and Meridian streets. J. H. MARTIN, D. P. A.

'BEE-LINE' ROUTE

EAST AND WEST

Excursion Tickets to New York City.

On April 27 and 28 the popular "Bee-line" will sell excursion tickets to New York city at the low rate of $21 for the round trip. These tickets will be good going on dates named, and will be good returning on any train leaving New York on or before May 2, 1889. By securing your tickets over the "Bee-line" you are landed in the Grand Central Depot in New York city in close proximity to all the leading hotels, besides being saved the annoyance of a cold and disagreeable ferry transfer, necessitated by other roads in reaching this great metropolis of the East. For sleeping-car berths, tickets, time-tables, etc., call at No. 2 Bates House, No. 138 South Illinois st., and Union Station.

T. C. PECK, Passenger Agent.

CONDITION OF CROPS.

Favorable Reports from All Sections of the Wheat and Oats-Growing Regions.

CHICAGO, April 14.—The following will appear in the Farmers' Review, next issue:

The reports from our crop correspondents continue favorable. The recent general rains have moistened the soil sufficiently for seeds to germinate, and no damaging frosts have cut down the sprouting grain or killed the fruit buds. The condition of winter wheat, according to the estimates of our correspondents, is better than two weeks ago in Illinois, Indiana, Kansas, Kentucky, Michigan and Wisconsin, but not so good in Ohio and Missouri. As regards the acreage sown to oats, in Illinois an average area has been sown; in Nebraska, Kentucky, Kansas, Indiana, Wisconsin and Dakota the acreage is larger than usual, while in Ohio, Iowa and Missouri, and probably in Minnesota and Michigan, the area will be less. In the last-named States seeding has not been finished. Ohio, Nebraska, Missouri and Wisconsin report no injury to fruit buds. Two counties in Illinois and three in Iowa report slight injury. In some of the peach-growing States, scattering counties report some damage to buds from frost—thus, in Indiana, five counties: Kansas, three, and Kentucky, three. Reports of correspondents previous to the rains of the last few days indicated great drought in all the States except Missouri. Late telegraphic dispatches, however, report abundant rains in Minnesota, Dakota, Iowa, Kansas, Nebraska, and parts of Indiana and Illinois, so that danger of drought is over for the present. We summarize as follows: Condition of winter wheat as compared with an average—Ohio, 89 per cent.; Nebraska, 108; Illinois, 99; Kentucky, 103; Kansas, 110; Indiana, 99; Michigan, 91; Missouri, 97; Wisconsin, 90. Acreage sown to oats as compared with an average—Illinois, 100; Ohio, 98; Indiana, 106; Iowa, 98; Missouri, 98; Kentucky, 110; Kansas, 108; Nebraska, 108; Michigan, 95; Wisconsin, 104; Minnesota, 95; Dakota, 107.

A Substitute for Twine.

QUINCY, Ill., April 14.—Farmers throughout the Northwest will be interested in the announcement that a simple device has been perfected which will make them absolutely independent of the twine trust. For some weeks a harvester has been at work in the sedge grass along the bottoms opposite Quincy, binding with wire. This improvement was to-day pronounced a complete success by a large number of farmers and experts who have been watching its workings. It is very simple, only the substitution of a twister in place of the knotter used on the twine-binder. The farmer can use either wire or twine, as the change can be made in a moment's time.

The Minneapolis Street-Car Strike.

MINNEAPOLIS, April 14.—There is no change in the status of the strike of the street railway and motor line employes. The men continue firm, and declare they will not give up the fight. Mass-meetings were held Saturday night and this afternoon, and local labor agitators advised the men to not give in. "Monopolists" were also strongly denounced. President Lowry to-day reiterated his intention to run cars to-morrow, and an attempt will undoubtedly be made. Mayor Babb to-day issued a proclamation warning the strikers against attempting to interfere with the running of cars, and against creating disturbances on the streets.

Ended His Life with Strychnine.

NEW YORK, April 14.—Dr. J. R. Giles, aged sixty-five years, for forty years a physician in this city, committed suicide this morning at his home, 417 West Twenty-third street, by taking strychnine. His wife was in the room while he was mixing the potion, and he asked her to drink some of it, not saying what it was. She thought it was magnesia, but said she did not need any. After she left the room she heard groans, and, returning, found her husband dying. He had evidently intended that his wife should die with him. He had suffered from melancholia for the past few years, owing to financial and professional troubles.

RHEUMATISM and catarrh, caused by poor and corrupted blood, cured by Ayer's Sarsaparilla.

WHEN INDICATIONS.

MONDAY—Fair, preceded by light rain.

HAS HEARD OF THE WHEN.

From the Philadelphia Times.

It is only within the last few years that systematic and artistic advertising has became at all general among business houses, and to-day the character and business of nearly every house is determined by its newspaper advertisements. Customers read the fresh daily business announcements of merchants and others as regularly as speculators read the stock reports or farmers scan the markets, and if people do not see what they want one day, they know that they will see it in a few days and they wait for it; and in innumerable instances people are induced to shop by the proffer of bargains when they are not in special need. The voluntary testimony of the manager of a factory, who speaks from practical experience, is that "the liberal use of printer's ink is always profitable, but the advertiser who inserts an advertisement to-day and then to-morrow waits at the front door to see customers rush in, will very likely be disappointed. Continuous publicity in the best newspapers of any article of merit will achieve the desired result."

Correct. Proof, daily:

THE WHEN

Week Before Easter

In looking for a Hat you must observe three points:

First: Style:
Second: Quality;
Third: Price.

All three are combined in

BAMBERGER'S

Spring Hats—Correct Styles—Best Quality—Low Prices.

16 East Washington St.

Surgical Instruments & Appliances

Trusses, Supporters, Deformity Braces, Crutches, Atomizers, Optical Goods, Artificial Eyes, and everything in Surgical Instruments and Appliances.

WM. H. ARMSTRONG & CO.'S
Surgical Instrument House,
92 South Illinois street.

COMPULSORY INSURANCE.

Baltimore & Ohio Employes May Cease Work Unless the Insurance Plan Is Dropped.

CHICAGO, April 13.—Several hundred employes of the Baltimore & Ohio railroad were called to the company's office at South Chicago and asked by the officials to sign papers giving the company the right to reserve a certain per cent. of wages. The ostensible object of keeping back the money is to defray the cost of insuring the employes against loss by sickness, accident, etc., while in the service of the road. There has been much dissatisfaction with the workings of the scheme for some time past, the men claiming that they received practically no benefit from the payments, and that the arrangement was a very one-sided affair, resulting chiefly in a substantial addition to the company's exchequer. This feeling manifested itself in a unanimous refusal, to-day, by the men to sign the company's documents. The refusal included engineers, firemen, switchmen, brakemen, conductors and section hands operating the division of the road commencing with Chicago and ending with Garrett, Ind. All were given to understand that unless the papers were signed by Monday a discharge would ensue. The only effect of this notice apparent was the issuance of a call by the men for a mass-meeting, which was held to-night at South Chicago, as a protest against the company's action. There were over 200 employes present at the meeting, representing all branches affected. Speeches were made embodying the charge referred to above, and in addition complaining that the insurance company had no charter for insurance purposes. It was decided that should any wages be retained by the company on pay-day, April 23, the employes should strike instanter.

Every employe in the service of the company, and there are 20,000 of them, has been given to understand that he must sign the contract or be discharged. A determined and serious opposition to the company's orders is being organized, and if they are persisted in, a strike may result. Mr. Frank B. Clark, a life and accident insurance broker, has examined the Baltimore & Ohio system of insurance or benefits, and says the charges are on the average twice as large as those of other accident and life insurance companies carrying similar risks. The contract which the employes are asked to sign contains a clause making the insurance a release of all claims for damages against the company for injury or death. At the meeting in South Chicago last night, an employe in the company's shops at Garrett, Ind., reported that fifty-seven machinists had been laid off for refusing to sign. "A lay-off to starve them into subjection," cried a voice. The feeling among the men seemed very bitter. One engineer shouted, as the meeting was adjourning: "We will make it another case of the 'Q.'"

PITTSBURG, April 14.—The new insurance feature of the Baltimore & Ohio road has produced general dissatisfaction in this section. Last week three night crews in the yards in one day man quit work rather than sign the policies. A number of shop and yard employes at Glenwood have also given up their jobs, and at least ten of the employes at Connellsville declined to sign, and were told to go. Some of the men have gone into the association under protest. A Pittsburg engineer, in speaking of the matter, said the men are thoroughly aroused, and it would not take much to produce a strike. "If the Chicago employes stand firm," said he, "I should not be surprised to see the men on the eastern divisions stick to them. This is a matter for the various brotherhoods to consider; but, so far as I know, no action has yet been taken by any of them."

THE DANMARK'S PASSENGERS.

No News of the Missing Travelers—Agents of the Line Have Not Abandoned Hope.

NEW YORK, April 14.—The officers of the Thingvalla steamship line kept open all day to-day, to answer questions of the friends of the passengers of the ill-fated Danmark, supposed to be lost in mid-Atlantic, but no news came. The agents of the line hope that the Helvetia or Servia, which are expected to arrive to-morrow, will bring the Danmark's passengers. It is also possible that some ship has picked up the Danmark's people and made for the Azores, 450 miles from the locality where the Danmark is supposed to have become disabled. There is no telegraphic communication with the Azores.

Will Have a Little Parade of Their Own.

CHARLESTON, S. C., April 14.—Eight or ten companies of the white militia of South Carolina are going as the Governor's escort to the coming Washington centennial in New York. Among these is the Washington Light Infantry, of Charleston, founded in 1807, and named for Washington. Much disappointment was felt here on receiving word that the New York committee declines to recognize the right of the Washington Light Infantry to a place of prominence in the parade, and that they, as well as the Old Guard Veteran Battalion and the Boston Tigers, are to parade with the common militia. The commander, Major Gilchrist, says his command will go to New York, but will not fall into line with the militia, but will parade on its own account.

LOADED with impurities, your blood needs cleansing with Ayer's Sarsaparilla.

THE LOSSES IN APIA HARBOR

Sad Scenes After the Subsidence of the Hurricane That Wrecked the Ships.

Admiral Kimberly Eulogizes the Conduct of Officers and Men—Bodies Recovered and Buried in Cemeteries Near the Town.

Interesting Information Concerning the Political Condition of the Islands.

German Consul Knappe's Proposition for a Dual Government Receives No Consideration at the Hands of King Mataafa.

AFTER THE DISASTER.

Admiral Kimberly Talks of the Calamity and Eulogizes Officers and Men.

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APIA, Samoa, March 30, via San Francisco, April 14.—After the storm of March 16 had subsided, and after the officers and crews of the wrecked vessels came ashore, the evidence of the awful destruction was presented on every side. The German survivors remained in that part of the town where the property of the German trading company is located, but the Americans were to be seen everywhere. The officers had lost their uniforms and were dressed as common sailors. Admiral Kimberly was the last to leave the American flag-ship Trenton. He went at once to some rooms which had been prepared for him in an American residence. The Associated Press correspondent found the Admiral, a few hours later, sitting alone on the porch of a small house facing the harbor. There was an expression of great anxiety on his face as he sat watching the wrecks of the American men-of-war. "Is it not awful?" he remarked to the correspondent. "In all my experience on the sea, I have never seen a storm to equal this one. I can hardly realize yet the full extent of damage which has been done. My chief anxiety now is to get these 800 or 900 sailors back to America. It would be of no use for them to remain here, and I must get them home as quickly as possible. I shall either telegraph to Washington for a steamer to be sent from San Francisco to take the men back, or I will charter a steamer in Auckland. They must get back soon in some way."

The Admiral was asked in regard to his own experience during the storm, but had little to say of a personal nature. He continued: "The fires of the Trenton went out at 10 o'clock in the morning, and our rudder and propeller were carried away at the same time. No one can realize the force with which the rudder was struck. I suppose a piece of wreckage fouled it. The pilot wheel whirled around with terrible velocity, every spoke in it was broken, and one of the men at the wheel had a leg broken. The great volumes of water poured in upon the berth-deck through the hawse pipes, the fire-room was soon flooded and the fires were put out. The hawse pipes should never have been placed where they were. It was a piece of faulty construction which the government, of course, had been asked to remedy several times. If they had been located on the deck above, water would not have accumulated. I consider this as indirectly the cause of the loss of the Trenton. After our steam gave out we used the storm sail, and sent the men into the rigging and used them as sails. The ship was handled skillfully. It would have been impossible for us to steam out of the harbor as the Calliope did, as our engines were not powerful enough. We had on every pound of steam we could carry, and, with three anchors out, we were not able to hold up against the storm. We fought against it as long as we could do so, but were finally driven back upon shore."

The Admiral spoke feelingly of the death of Captain Schoonmaker and other officers and men who perished.

The confusion which was present everywhere in Apia during the first few days after the storm had disappeared at the end of the week. The quarters of the shipwrecked sailors had been made more comfortable, and the daily routine duty was properly attended to. Consul Blacklock's orders prohibiting the sale of liquor to sailors had good effect, and very few drunken men were to be seen. The town is still under marine guard in charge of Captain Huntington, and Mataafa's police have also assisted in maintaining order. The men from the Trenton and Vandalia have separate barracks, and have erected temporary tents for shelter. The Nipsic men are still living aboard their vessel, and the German survivors are quartered in a warehouse belonging to a German firm. Working parties were kept busy all the time on the wrecks of the Trenton and Vandalia, and articles of every description were brought ashore from the vessels and piled together in a large yard. Divers have been at work, and many articles were saved in that way. Safes from both vessels containing large amounts of money were recovered. The smokestack of the Vandalia has been removed, and it will be placed on the Nipsic, as the latter ship lost her smoke-stack in collision with the Olga. The divers also have been making an examination of the Nipsic, and have discovered that her keel had been carried away. It has not yet been ascertained whether the Nipsic will be able to leave the harbor or not. Admiral Kimberly is most anxious to get her away and send her either to Auckland or San Francisco for repairs, if he is satisfied she can stand the trip. She is not likely to leave, however, until the arrival of some other men-of-war. The Monongahela and Mohican are expected to arrive here soon.

King Mataafa came down from his camp a few days ago. A light rain had fallen the night before and water had leaked into many of the tents occupied by the sailors. Mataafa pointed out to Admiral Kimberly the danger of sickness breaking out among the men on account of this exposure, and, on behalf of his own people, he offered to vacate all the Samoan houses in Apia and allow the American sailors to have the use of them. Admiral Kimberly thanked Mataafa warmly, but stated to him it would be almost impossible to control the men if they were scattered around among the native houses. He promised to consider the offer, however, if the situation became more pressing. There is no immediate danger of the supply of provisions being exhausted. Several parties with whom contracts have been made for the feeding of the men have plenty of provisions on hand, and the steamer Lubeck will arrive from Sydney in a few days and a fresh supply will be obtained from her.

The officers and men of the Vandalia lost nearly everything, and a great many on the Trenton fared but little better. The officers are scattered all over town, and have secured such accommodations as they can find. Many are living in native houses. There has been no local government in Apia for many months, owing to the wars between the natives, consequently the sanitary condition of the town is very poor. The little streams are choked with vegetation, which has been allowed to grow without check, and the garbage is emptied everywhere. The immediate quarters of the men are kept clean as possible, and a great effort is being made to prevent disease, but the men are obliged to work on the wrecks in the hot sun, and there is considerable danger of fever.

Although 146 men lost their lives during the storm, there have not been more than forty bodies recovered. For the first day or two, bodies of Americans were buried in a cemetery connected with the London Mission, and the bodies of the Germans were buried in the French Catholic Cemetery, but it soon became impossible to identify the bodies, and owing to the warm climate it was necessary to bury them where they were found. A number of rough coffins were made, but numbers of bodies were buried in the native mats. Some of the bodies were terribly mutilated by the beating for hours against the coral reefs. Paymaster Arms's body was recovered two days after the storm. It was positively identified by the clothing and a ring which he wore. The body was in a terrible condition, and was buried in the mats where it was washed ashore. Some of the natives also found a body about the same time, four miles up the coast, and from the description which they gave it was believed to be that of Captain Schoonmaker, but the identification was not positive. The bodies of Lieutenant Sutton and paymaster Roach have not been recovered. On Friday, March 22, the Germans held memorial service at the French Catholic Church. Admiral Kimberly, Captain Farquhar, Consul Blacklock, and many other Americans attended, and a guard of honor from the United States war ships were also present. The American memorial services were held Sunday morning, March 24, in a large yard, in which the Trenton men have their quarters. The services were very brief, and were conducted by Chaplain McAllister, of the Trenton. Over 700 men from the three American men-of-war were present, but none of the German officers attended.

The storm does not seem to have changed the political situation, so far as the natives are concerned. Both the parties are still encamped on the positions they have occupied for several months past. Mataafa's men have not given the slightest intimation that they intended to take advantage of the unprepared condition of the Germans, and it is not thought they will make any attack upon Tamasese's force pending the Berlin conference. The German consul, Dr. Knappe, is still pursuing the spiteful course which has always characterized his administration of affairs here, notwithstanding the noble work of the Samoans in saving the lives of the Germans during the storm. Dr. Knappe posted printed notices, a few days ago, declaring that the Samoans daily steal the produce from the German plantations, and warning the public not to purchase anything from them. Captain Fritsch has not yet recovered from the injuries received during the storm.

SAN FRANCISCO, April 14.—The Chronicle, commenting on the details of the wreck of the American and German war ships at Apia, says: "This account settles all doubts in regard to responsibility for the disaster. It proves that the American and German commanders did everything that good seamanship could do to save their vessels, and that the escape of the British ship Calliope was due mainly to the great strength of her engines. The American officers proved their claim to superior seamanship, and the saving of the crews of the Trenton and Nipsic was due to the skillful handling of those vessels. Mr. Dunning, special correspondent of the Associated Press, has the good fortune to be the only newspaper man who witnessed the disaster. His account is a superb picture of scenes of heroism and suffering without parallel in recent years. The story of the fruitless attempt of the war vessels to escape is full of pathetic features, and we think no American can read without emotion the thrilling episode of the crews of the Trenton and the Vandalia cheering each other, and of the band of the Trenton striking up 'The Star-spangled Banner' as the ships swept on toward certain death."

What Is Said by Naval Officers at Washington.

WASHINGTON, April 14.—The long and graphic report of the disaster at Samoa was read with a great deal of interest here. Naval officers generally were of opinion this evening that no blame could be attached to any one for the loss of ships and life. They were not inclined to hazard any decided opinion in regard to the handling of the various vessels. Commodore Walker, chief of the Bureau of Navigation, and acting Secretary of the Navy, probably voiced the general feeling when he said to an Associated Press reporter to-night: "Any man who gives an opinion is simply guessing. We do not know just how matters stood, and it would be merely guess-work to say what might have been done. It is impossible to tell much about it. There were some fine men, excellent officers, on the ships, and we know that the vessels were lost. Admiral Kimberly is a splendid officer and a fine man, and Captain Farquhar, Commander Mullan and Captain Schoonmaker, of the Vandalia, who lost his life, are excellent officers. They doubtless did all they could. I think probably there is no blame to be attached to any one."

Commodore Walker thought the escape of the Calliope was largely a matter of luck. She probably owed her survival, he said, to the fact that she had more steam power than the other vessels. The dispatches show that she had very hard work in getting out of the harbor, only making about half a mile an hour. Again, the Calliope may have been more favorably placed than the German and American vessels. Our vessels may not have been able to go against the fearful gale, and even if they had been, it may be they were not able to turn round so as to go out. "But," said the Commodore, "we can't tell; it's all guess-work." "The management of the vessels," Commodore Walker said, "seemed to have been about the same after the hurricane struck them. The mistake that seems to have been made was in staying inside the harbor, but this was a case of our hindsight being better than our foresight. The vessels may not have had time to get out. There was no telling but what some of the vessels might have gone down with all on board if they had put to sea. It was probable, however, that they would have pulled through. "But there," said he, "the judgement of the officers would come in, and they no doubt did what seemed best. They may have thought a blow was coming up, but that they could weather it. They all took the same course and were all caught in the same box. Men could not do a great deal in a hurricane. The wind blew everything down and the seas were heavy almost beyond conception. I remember a hurricane in Barbadoes which blew down large, heavy stone buildings and razed almost the whole town, and this seems to have been such a storm. The Idaho, a United States war vessel, was once caught at sea in a hurricane, and, though she escaped, she was never any good afterward. The wind was so fearful that it forced the oakum out from between the planking of the ship's deck and twisted the vessel all out of shape, until it resembled the twisting of the withes on a wicker basket. The deck was so sprung that you could go down below and see through the crevices what was going on above. A little more and the vessel would have foundered." The Commodore expressed his opinion of hurricanes by saying: "I don't want any hurricanes in mine. We were more fortunate than the Germans in not losing so many men, but this was our good luck. They were all fighting for their lives, and did every thing they could. All the vessels adopted the same course and none of them could have done anything much out of the way. Every boat had three or four anchors down and was steaming up to them. They frequently were in collision, and did not have much room to move about. It might have been that had only one vessel been in the harbor, she could have been saved." He did not think it possible that either the Vandalia or Trenton, or the two German ships, could be saved, though the guns and considerable ship-stores might be preserved. The Nipsic would probably be gotten to Auckland or Sidney and patched up.

Admiral Porter was seen, but he had not yet read the published reports, therefore could not express any opinion of the situation in the light of the fuller particulars received.

No advices were received by the department, to-day, but it is probable that in four or five days the mail from San Francisco will bring a long and carefully written report.

MATAAFA AND THE GERMANS.

Consul Knappe's Proposition for a Dual Government—What Was Expected of Kimberly.

SAN FRANCISCO, April 14.—The Associated Press correspondent had an interview with Mataafa and the principal chiefs prior to the great storm, in regard to the proposed conference in Germany. King Mataafa discussed the matter freely, but answered all inquiries with great deliberation. While he did not seem to believe that the conference would have any beneficial results so far as the native Samoans were concerned, he expressed a strong desire that the American and British representatives might be able to effect a solution of the present difficulty, restore the former Samoan government, and insure peace and prosperity to the islands. Mataafa declared he had nothing to hope from Germany; that all the wars among the natives in Samoa, and the bloodshed which had occurred during the last few months were due to German interference, and that German representatives here had made so many misstatements to him that he could no longer place any confidence in their promises or their professed desire for peace. Mataafa showed the correspondent the original letter written to him by Dr. Knappe, the German consul, after the recent fight between the Germans and the Samoans, in which letter the consul addressed Mataafa as "Your Majesty the King"; declared that he desired that there be no more war between the Germans and Samoans, and made the proposal that "Samoans should rule over things on the islands pertaining to Samoa, and that Germany should rule over things pertaining to foreigners." Mataafa did not reply to Knappe's last letter making the proposition for dual government. At the time this interview was held with Mataafa, the Trenton, with Admiral Kimberly aboard, had not reached Apia, and the natives were looking forward eagerly to the Admiral's arrival. Mataafa was asked by the Associated Press correspondent if he expected any assistance from the American admiral, and he replied promptly that he was looking for such assistance. He did not say that he expected the admiral to act as his ally in making war upon the Germans; in fact, he disavowed any desire to carry on war against Tamasese's forces. His chief desire seemed to be to bring the strife to a close as quickly as possible, and to allow the six thousand warriors, now encamped behind breast-works, to return to their homes and families and resume their peaceful occupations, which they followed before King Malietoa was carried off by the German forces. Mataafa stated that the assistance he expected from Admiral Kimberly he believed would come in the form of an emphatic protest against any further German interference. He believed the Admiral would force the Germans to cease their operations against the natives, and also to require them to render no more assistance to Tamasese which must thereby bring the war to a close, as Tamasese's forces were so greatly reduced that without assistance from the Germans there was little or nothing to fear from them.

Mataafa is a large, finely-proportioned man, and is about fifty years of age. He is regarded by the white residents of Samoa as far superior to his predecessor. His camp is located on a high plateau, about a mile back of Apia. Long lines of stone breastworks extend around his camp, with steep sides, which ascend to the plateau from the valleys and low lands lying around it, and make the position a particularly strong one. A great number of cocoanut and other trees cover the entire inclosure, and there is a heavy growth of brush in all the surrounding country. The Associated Press correspondent called on Mataafa again on the day after the arrival of Admiral Kimberly. The King said it was the happiest day of the year for all of the Samoans. Mataafa was asked to express his views in regard to the possibility of a return to Samoa of ex-King Malietoa, who is now held as a prisoner on the Marshall islands by the Germans. Mataafa was asked if he would be satisfied to see Malietoa brought back to Samoa. "I would be most happy to see him back in Samoa," replied the King.

"In case of Malietoa's return would he be entitled to resume his former place as the King of Samoa?"

"I am not able to answer that," replied Mataafa: "I am a member of Malietoa's family, and, at the time he was deposed by the Germans, his principal chief. Just before he surrendered to the German commander, he handed over his office to me and left the administration of affairs in my hands. He appointed me his successor in every respect, and my people afterward confirmed the appointment by electing me King, and I now hold my office not only by virtue of Malietoa's appointment, but also by the votes of a majority of the Samoan people. In view of the fact that Milietoa resigned his office in my favor, he will not necessarily become King again in case he returns to his native land. Malietoa and myself would have to determine between ourselves who should be King, and if he should return here, we would at once hold a conference for that purpose. I feel sure there would be no serious controversy between us."

American and English residents, who have lived in Samoa a great number of years, and who are familiar with the political situation of the country, appear to agree in the belief that if Malietoa returns there he will make no effort to resume his former power, but will resign all claim of authority in favor of Mataafa, and acknowledge him as King of Samoa.

OBITUARY.

Simeon B. Chittenden, Ex-Congressman, and a Successful Business Man.

NEW YORK, April 14.—Ex-Congressman S. B. Chittenden died, this afternoon, at his home in Brooklyn. His age was seventy-five years.

Simeon B. Chittenden was born in Guilford, Conn., March 29, 1814, where he went to school until fifteen years of age, graduating from the local academy. He then entered a store at New Haven as an errand-boy, and at twenty-one years of age started in business in company with his brother. He succeeded fairly well, and in 1843 had accumulated $17,000, which he took to New York and engaged in the dry goods business. He was vice-president of the New York Chamber of Commerce from 1867 to 1869, and was also a director in various banks, insurance companies and railroads. For a number of years he was president of the New Havan & New London Shore-line railroad, of Connecticut. He was elected to the Forty-third Congress to fill a vacancy, and was re-elected to the Forty-fourth Congress, serving on the committee on civil service.

During the war Mr. Chittenden was one of the first among New York merchants to declare independence of the political dictation of Southern customers, and to announce himself as "a Lincoln man." His house was in consequence put upon the "black list," and lost so much of its trade with the South as to leave it in good shape for the general repudation of Southern debts which followed Mr. Lincoln's first election.

Mr. Chittenden was a man of large wealth, and his private hospitalities and public benefactions were on a scale commensurate with his fortune. His gifts to Yale College aggregated $250,000, and he was liberal with his wealth in many other directions. Included in his donations to Yale College was one of $100,000 in 1887 for the erection of a library building. Although never a student at the college he was in his youth a firm friend of President Porter, and was always warmly interested in the welfare of the institution.

John D. Jennings.

CHICAGO, April 14.—John D. Jennings, a millionaire many times over, died to-night in his apartments at the Southern Hotel. He was seventy-five years old. Mr. Jennings has long been one of the largest holders of Chicago real estate, and was familiarly known as "Corner-lot Jennings."

Steamship News.

NEW YORK, April 14.—Arrived: La Champaigne, from Havre; Polaria, Suevia, from Hamburg; Anchoria, from Glasgow; Servia, from Liverpool.

QUEENSTOWN, April 14.—The Cunard steamer Etruria, which sailed from Liverpool yesterday, for New York, reports that she passed the Guion steamer Wisconsin, returning to Liverpool. The Wisconsin sailed from Liverpool on Saturday for New York. She has not yet arrived at Queenstown, nor is she as yet reported as having put back to Liverpool.

HOOD'S Sarsaparilla is peculiar to itself and superior to all other preparations in strength, economy and medicinal merit.

TWO IMPORTANT POSITIONS

Belief that Ex-Congressman Lacey Will Be Made Comptroller of the Currency,

And that Ex-Congressman John R. Thomas, of Illinois, Will Be Appointed Second Comptroller of the Treasury Department.

President Harrison Will Open Offices in the State, War and Navy Building.

Probability that a Number of Changes Will Soon Be Made in the Consular Service—Possible Result of the Lydecker Trial.

COMING APPOINTMENTS.

Ex-Congressmen Lacey and Thomas Likely to Be Given Important Positions.

Special to the Indianapolis Journal.

WASHINGTON, April 14.—There is every reason to believe that the President has settled upon two names for two important positions in the Treasury Department, and that these names will be announced to-morrow, when the appointments will be made. The friends of ex-Congressman Edward S. Lacey, of Michigan, have never had a doubt, for a week past, that he would be appointed Comptroller of the Currency, which office has been vacant for some time. Mr. Lacey arrived here early last week and was presented to the President. General Harrison was greatly pleased with him, and said so. Mr. Lacey intended to leave for Michigan last evening, but at the last moment he received word which induced him to remain here over Sunday. It is understood that this word was an intimation from the President which led him to infer that his appointment will be forthcoming to-morrow.

The other place to be filled at the same time is the Second Comptrollership of the Treasury. Mr. John R. Thomas, of Illinois, is said to be certain of this position. The duties relate to the auditing of accounts of army and navy officers, and Mr. Thomas's experience as a member of the House committee on naval affairs will, it is thought, prove valuable in this office. The present Deputy Comptroller is authority for the statement that Secretary Windom has said that Mr. Thomas has been chosen for the place.

A WHITE HOUSE RECEPTION.

Incidents Attending One of Gen. Harrison's Tri-Weekly Hand-Shakes with the People.

Washington Special to Cleveland Leader.

"God bless you, Mr. President," said a benign-appearing old lady, as she grasped General Harrison's hand with both of hers at the noon reception to-day. I have no doubt that her benediction was a sincere and fervent one. Her looks showed that she felt the words in their fullest meaning.

President Harrison is the soul of punctuality. These informal tri-weekly receptions, at which he shakes hands with those who wish to greet him, take place at 1 o'clock. Two or three minutes before that time he excuses himself from those in attendance upon him—Congressmen, Senators, Governors or whomsoever they may be—and goes down to meet "the people." To-day I went to the White House with a friend from Cleveland, who felt that his visit to Washington would be a failure if he did not see the President. The East Room was pretty well filled with people on the same errand. There were fully three hundred of them, men, women, and children, waiting to take the executive hand. They were a mixed company, representing all classes and conditions in life. There were the rich in broadcloths and silks, and the poor, clad in plain apparel. There were old men and young, matrons and maidens, and plenty of boys and girls, but, an unusual fact, not a baby in arms in the whole company. There were half a dozen or more bridal couples—you couldn't mistake the honeymoon symptoms. Fifteen or twenty black men and women, some of them very black, were there. All were upon a plane of absolute equality, as citizens of this great Republic. If one stops to think about it at such a time he will be impressed with the spirit of our free institutions.

It was 1 o'clock to the second when the big double doors leading into the East Room from the main corridor were opened and the President, smiling graciously, made his appearance. Two of the White House attaches took position near him, like tellers in the House of Representatives, so that the people could pass between them in single file. There was no ceremony. The handshaking began at once, the people scurrying into the hall and thence out into the vestibule. It was curious to note the different bearing of the shakers. Some were calm and self-possessed, as if they realized that General Harrison is but a man, like other men. Some appeared to be frightened half out of their wits at the majestic thought of being in the actual presence and touching the hand of a President. Dozens of them looked at him in a scared way as they hurried past, and I noticed three or four who actually forgot to take the President's hand at all. It was invitingly held out to them, but in their panicky state of mind they went by almost at a hop, skip and jump, without seeing it, or else they were afraid to touch it. Some men saluted the President with profound bows, and spoke a hurried word or two of greeting; others walked past as stiffly as if they were made of wood, without any joints.

More than half of the company were ladies, and they put on their prettiest smiles, General Harrison paying them back in kind. He could safely do this, as Mrs. Harrison was not there. One effusive young lady brought as an offering at the President's shrine a bunch of fresh violets. She was armed with a pin, and to the utter astonishment of the more timid ones she insisted on pinning the pretty boutonniere to the lapel of his coat. The President good-naturedly submitted to his martyrdom. The girl was evidently a bit excited, and did the job rather awkwardly, getting red in the face and contriving to stick the pin into her thumb, which made everybody laugh—including the President—except the blooming damself herself. She didn't appear to see anything to laugh at. She got it on at last, and General Harrison thanked her and gave her an extra shake. She looked as though she would let him kiss her if he wanted to. She was pretty enough to make such a thing at least ordinarily enjoyable, but he didn't take the hint and she passed on.

The procession, which had been stopped for a minute or so by this episode, started again, and nothing else occurred to hinder its movement. The President's fondness for children showed itself whenever the little tots were led up by proud fathers and happy mothers. They seemed to be profoundly impressed by the magnitude and solemnity of such an event in their young lives, and looked up with big, wondering eyes at the President as he reached down and took hold of their fat fingers. One little fellow was so overcome by his emotions that he burst out crying. All the little ones were exceedingly pretty and winning, and each was greeted by the President with a smile, and now and then a pat on the cheek. The words of another who loved children may without irreverence be applied to General Harrison: "Suffer little children to come unto me, and forbid them not."

When the people were passing the President at the fastest gait I held my watch and "timed" them. Thirty-eight hands were shaken in one minute. Then I took my pencil and figured out that at this rate, without "letting up" for an instant, shaking hands for ten hours a day, allowing him to rest on Sundays, it would take Gen. Harrison to "shake" with all the people of whom he is President—how long do you think?—something more than eight years! The procession, allowing two feet to each person, and two feet is nature's allowance to all of us, would stretch out a distance of considerably more than 22,000 miles, nearly circling the earth. Of course the President doesn't shake each person with half a dozen pump-handle motions, as old friends do out West when they meet. You would be unreasonable to expect such a thing, for he would shake himself to pieces before his term had hardly begun. I watched him a while and I estimated that the upward and downward movement of the presidential hand, which together constituted a "shake," aggregated about eighteen inches, so that by the time he had finished the job outlined above his hand would have traveled more than 17,000 miles. The three hundred in the East Room to-day were worked off in nine minutes.

MINOR MATTERS.

Will Cumback Tells a Story for Disappointed Office-Seekers.

Washington Post.

The infant of the Thirty-fourth Congress was Will Cumback, of Indiana. Barely of constitutional age, he was one of the small group of brilliant men who laid the legislative foundations of the Republican party. He is at the Ebbitt. Sixty years have gone by him, but he is vigorous and looks ten years younger. Though across the political river, he reminds one much of Dan Voorhees, and is quite as good a speech-maker.

"Indiana is all right," said he, last evening. "We know General Harrison out there, and want him to take his own time about these appointments. He will get there in time. Crops are good, business is fair, and the weather is fine. The gas-towns are booming. Muncie, Kokomo, Marion and Anderson, particularly the last, are filling up with manufacturing enterprises, which are given free gas and sites as an inducement. They are moving in from the coal towns by the dozen. All those places are growing rapidly.

"Speaking about the President and the office-seekers, of course, where there are three applicants for every position two are going to be disappointed. He can't give them all places. That reminds me. When Lincoln was President he was taken ill, and the doctor told him he had varioloid.

"'What is it?' he asked.

"'Varioloid,' said the doctor.

"'Good enough,' said Lincoln, 'I've got something now I can give everybody.'

"We are going to have another reunion of the Republican survivors of the Thirty-fourth Congress, probably next fall," continued Mr. Cumback. "I am the only one left in the whole Northwest, and they are dropping out now pret