

PAGO-PAGO THE BEST MORE VALUABLE THAN ANY OTHER HARBOR IN SAMOA.

Officials at Washington Satisfied with the Islands of the Group That Have Fallen to America.

GERMANS ALSO PLEASSED

MESSAGE TO THE EMPEROR ON PARTITION OF THE ISLANDS.

Conference Between Secretary Hay and Representatives of European Powers on the Chinese Question.

WASHINGTON, Nov. 9.—So far the State Department has received no official statement of the agreement between Great Britain and Germany as to Samoa.

The chief interest of the United States in the Samoan archipelago was the preservation of our rights in the harbor of Pago-Pago, a lease of which was secured to us by the late treaty.

By the arrangement recently made between the governments of the United States, Great Britain and Germany, the islands of Samoa have been divided into two parts.

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FAST TRAIN DITCHED

MICHIGAN CENTRAL EXPRESS WRECKED NOT FAR FROM VIENNA.

Three People Fatally Injured, Ten Seriously and Nearly a Score More Bruised and Shaken Up.

INDIANAPOLIS MAN DYING

JOHN M'KAY SAID TO BE AMONG THE FATALLY INJURED.

Accident Caused by Criminals Who Unscrewed Bolts That Held the Fishplates—List of Casualties.

TOLEDO, O., Nov. 9.—Michigan Central train No. 316, from Toledo to Detroit, was ditched by the spreading of rails between Alexis and Vienna, Mich., about 8 o'clock to-night. Three people were fatally injured. They are:

JOHN M'KAY, Indianapolis, rib broken, cut about face and head by glass.

JOHN O'NEIL, Detroit, fireman, cut about head and face.

WILLIAM HAMILTON, engineer, bruised and probably internally injured.

CHARLES CALVERT, Detroit, hand and arm hurt.

MAXINE FANEUFF, Walbridge, O., shoulder dislocated.

CHARLES KRESS, Detroit, head badly cut and face lacerated.

JACOB ROSENALL, Detroit, badly bruised and cut about head with glass.

THOMAS SHAW, Detroit, three ribs broken and face cut.

MRS. SARAH WHITPLE, Monroe, Mich., head hurt but not bruised.

DEAN ASHMORE, arm nearly severed at wrist.

S. A. FRESHNEY, Fort Wayne, Ind., hurt about the head and knee dislocated.

EARL RIFE, New York, hand and wrist badly cut.

CONDUCTOR MARKINS, bruised about body.

Fifteen or twenty other passengers were bruised and shaken up, some of them receiving slight wounds.

William Hamilton, the engineer, was thrown through the window of his engine by the accident.

Train wreckers are responsible for the accident, which happened at a point just beyond a short trestle.

Two freight trains had passed over the road in safety a short time before. Where the rails were spread it was found that the bolts that held the fish plates were missing.

It is believed that the bolts were lying on the ground near the tracks.

The early reports of the wreck were alarming and the railroad company summoned every available physician from Toledo and elsewhere.

A special hospital train was ordered from Detroit and the injured will be taken there.

Some of the less seriously injured were brought to Toledo on a Lake Shore train which arrived shortly before midnight.

COLLISION ON A CROSSING.

Trolley Car Runs Into a Steam Road Train—Two People Killed.

BINGHAMTON, N. Y., Nov. 9.—Two persons were killed in a collision between a trolley car and a Delaware and Lackawanna Western milk train.

The trolley car was wrecked and two passengers, a middle-aged woman named Kennedy, who resides in Scott, N. Y., and a young man named Newton, of Homer, were killed.

The conductor and a third passenger, who were standing on the rear platform, saved their lives by jumping.

Thrown Off a Bridge.

WILMINGTON, Del., Nov. 9.—During a heavy fog a south-bound Baltimore and Ohio freight train parted on the high bridge over the Brandywine river and the rear portion stopped on the bridge.

A south-bound passenger train plunged into the cauldron of fire and the engine, boiler and the caboose and a coal car were thrown off the bridge.

The passenger train remained on the tracks and the rebuilding of the bridge, United States express messenger, had his arm broken.

Conductor William Gallaway, brakeman Samuel Lacey, and John M. Lacey, of Wilmington, sustained internal injuries. Others were bruised, but not seriously.

Fall of a Sidewalk.

COLUMBUS JUNCTION, Ia., Nov. 9.—By the giving way of a sidewalk today one hundred persons who were watching a parade in honor of the returned Iowa volunteers were precipitated into a cellar.

One was fatally injured but all were badly bruised.

Mrs. Samuel Edmondson, of Columbus Junction, Mrs. May Walker, of Letts, Ia.; child of Samuel Parkinson, Letts; Mr. Burrell, of Wapello; Mrs. Alla McNamee and child, of Letts.

Thrown Through a Roof.

FOUND DU LAC, Wis., Nov. 9.—By an explosion at the pumping station of the C. & N. W. Railway at Eden to-day Michael Fyren was thrown through the roof of a building probably fatal injuries. John McDonald was horribly bruised.

AMERICAN KIDNAPED.

Said to Have Been Spirited Across the Border by Canadians.

NEEDS OF THE

ANDREWS TURNED DOWN.

Chicago School Committee Refused to Hear a Protest.

CHICAGO, Nov. 9.—Superintendent of schools, E. Benjamin Andrews, formerly president of Brown University, was denied the right to speak before the school management committee of the Chicago Board of Education, to-day.

The committee refused to hear his protest to its end, refused to grant him opportunity to explain, and then passed the measure against his advice.

The superintendent's protest was drawn forth by a resolution of the board.

The committee to grant six teachers the certificates of elementary school principals without examination.

Mr. Andrews' protest was drawn forth by a resolution of the board.

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CHALLENGE IS IN SIGHT

HARMSWORTH, OF THE DAILY MAIL, WILL TRY FOR THE CUP.

His Offer Expected by Cable Within a Few Days—Columbia May Defend the Trophy Another Year.

NEW YORK, Nov. 9.—A cable message was received in this city to-day saying that Alfred Harmsworth, editor and proprietor of the London Daily Mail, intended to have a challenge prepared to race here for the trophy of the transatlantic cable.

Mr. Harmsworth has written a letter to Sir Thomas Lipton to say that he would like to have a chance at the great yachting prize, and asking about Sir Thomas's intentions.

In the letter he said that unless the owner of the Shamrock would try again in 1900, he would not be able to put in a bid.

W. E. Carson, the New York agent of the Harmsworth publications, said to-day that he had not heard anything definite from Mr. Harmsworth about the intended challenge.

He said he supposed Mr. Harmsworth would do nothing further until he received a reply from the last challenger.

Another person said: "This news shows that Sir Thomas would not be prepared for a race next season, owing to the fact that he has offered his steam yacht Erin to the British government to be used as a hospital ship during the operations of the war."

It is believed that the British government will accept the offer.

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OPERATIONS OF THE TRANSPORTATION DEPARTMENT OF THE ARMY.

WASHINGTON, Nov. 9.—The report of Quartermaster General Ludington shows an immense amount of work accomplished by this department in connection with the military operations of the army.

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WEEKS OF THE FULL DRESS

Washington and Pennsylvania Streets.

Wherever you go in Indianapolis during the social season you'll find almost everybody in Full Dress.

Makes Full Dress one of the necessities of the wardrobe.

Makes it one of the features of our stock of ready-to-wear Clothing.

Ours is made exactly as it ought to be—both in the Swallow Tail and the Tuxedo—in black cloth and French worsted. We just about cut in half the to-order cost.

White Full-Dress Vests and Inverness Overcoats, that are worth the price in convenience.

In the Shoe Department you'll find the correct Full-Dress Shoes.

In the Furnishing Department you'll find the correct Full-Dress Line, Cravats, Gloves and Jewelry.