

THE DAILY ARGUS

JOHN W. POTTER.

MONDAY, APRIL 15, 1889.

GEN. JOHN M. PALMER will be chief marshal of the Washington inauguration celebration at Springfield.

The strongest backed applicant for a position under the present administration, is, strange to say, a democrat, and if he does not receive the appointment Harrison has little regard for influence. The fortunate man—far be it fortunate in having such an endorsement, even if he does not receive the appointment—is ex-Gov. Thompson, of South Carolina, and the position sought is the democratic member of the civil service commission. Mr. Thompson is endorsed by every democratic senator and four or five republican senators. He was appointed to the position by Mr. Cleveland, while he was assistant secretary of the treasury, and would undoubtedly have been immediately confirmed if it had not been for the caucus resolution of the republican senators opposing further confirmation during the session. There is nothing against Mr. Thompson and everybody agrees that he would make an excellent civil service commissioner.

We learn from the Pittsburgh Commercial Gazette that the iron and steel industries of Pennsylvania are on the down grade, and reductions in wages are not a matter of choice, but of necessity. Furnaces are going out of blast everywhere, and, instead of there being talk of starting up again, the idea is to move capital, labor and plants south. The Commercial-Gazette is one of the organs that told the people in the last campaign that Cleveland's reelection and a reduction of the tariff would ruin their prosperity, while Harrison's election and a continuance of the 47 per cent. tariff meant plenty of work, high wages and good times for everybody. Harrison has now been president only six weeks, yet there is depression in all our great manufacturing industries. There is no prospect—no possibility, indeed—of tariff reform for at least five years to come, and yet the story of strikes, lock-outs, reduced wages, half time, etc., come from every quarter. An explanation of these phenomena from Mr. Blaine or Mr. Harrison would be mightily prized by the great army of wage-earners, to whom these gentlemen made such sweet talks last summer about the beauties of protection.

ROUGH ON THE G. O. P.

Mr. Murat Halsted has the endorsement of Benjamin Harrison and seven republican senators and of most of the republican newspapers of the country as an honorable man. And Mr. Murat Halsted declares in his paper that a dozen of the leading republican senators are rascals. He gives specifications, too.

These senators are Quay, of Pennsylvania, the head of the republican organization, and the most powerful man in that party today; Ingalls of Kansas, the president pro tem of the United States senate, and his colleague, Plumb; Farwell, of Illinois; Teller, of Colorado, and Everts, of New York.

Either Murat Halsted, the intimate personal friend of Benjamin Harrison, and but lately the recipient at his hands of a distinguished honor, is an incorrigible liar, or the republican leaders in the senate are mostly knaves.

STILL SHAVING.

The C. & Q. continues to wield the Hatchet—Near End Brakemen Cut Off.

The policy of retrenchment adopted by the management of the Chicago, Burlington & Quincy railroad does not stop with a cutting down of train service and a general reduction of operating expenses. It is being carried on to an extent of reducing the number of employes, not only at Chicago but at all the division headquarters of the company. It is learned that the ax has already begun to swing, and that about fifty persons employed chiefly at clerical work in the general offices in Chicago have received their walking papers. Report has it that there is to be a twenty per cent reduction in the force all over the system. Vice Presidents Peasey and Stone are both out on the road, and it is understood they are going over the lines for the purpose of ascertaining to what extent the working forces at the various points can be curtailed without materially impairing the efficiency of the service. This move, it is said, will not affect the engineers and firemen, and perhaps will not disturb any of the organized labor of the road.

This morning the retrenchment orders reached Rock Island and took effect in a manner which cut the rear end brakemen off of all the passenger trains entering Rock Island. The rear end brakeman is a flagman really who rides on the rear platform of the last coach of a passenger train, and whose duty is, as soon as the train stops at any place other than those provided for in the time card, to go back so many rods and flag all approaching trains or put alarm caps on the track. The object is to prevent rear end collisions and the position is not as essential to division lines as it is to the main line.

STATE OF OHIO, COUNTY OF TOLEDO.

LUCCA COUNTY, S. S.

FRANK J. CHENEY makes oath that he is the senior partner of the firm of F. J. CHENEY & Co., doing business in the city of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of HALL'S CATARRH CURE.

Sworn to before me and subscribed in my presence, this 6th day of December, A. D. '88.

A. W. GLEASON, Notary Public.

Hall's Catarrh Cure is taken internally and acts directly upon the blood and mucus surfaces of the system. Send for testimonials, free. F. J. CHENEY & Co., Toledo, O.

Sold by druggists, 75c.

What you need is a medicine which is pure, efficient, reliable. Such is Hood's Sarsaparilla. It possesses peculiar curative powers.

A Wonderful Uncertainty

Not a Word from the Danmarks Passengers.

NO SIGN OF THEIR EXISTENCE.

Latest Arrivals at New York Cannot Relieve the Anxiety—Story of the Disaster at Apia—How Schoonmaker Died at His Post—Terrible Scene in the Harbor—Bravery of the Native and the Kindness to Our Shipwrecked Boys—The Struggle for Life Against Overwhelming Odds.

NEW YORK, April 15.—None of the vessels which arrived in port yesterday brought any news of the fate of the passengers of the abandoned steamer Danmark. The Amsterdam, from Rotterdam, and La Champagne, from Havre, both reported heavy weather. The Amsterdam passed the spot where the City of Chester had the day before sighted the Danmark, but nothing was then visible. The steamer Servia and the Polaris, from Hamburg, arrived off quarantine last evening. Neither bring any news of the Danmark, though they followed about the same course that the Danmark took. They experienced reasonably good weather. The agents of the Thingvalia line hope that the Helvetia or Servia, which are expected to arrive Monday, will bring the Danmarks' passengers. It is also possible that some ship has picked up the Danmarks' people and made for the Azores, 430 miles from the locality where the Danmark is supposed to have become disabled. There is no telegraphic communication with the Azores.

THE HURRICANE AT APIA.

Work of the American and German Fleets—Capt. Schoonmaker's Death.

SAN FRANCISCO, April 15.—The steamship Alameda, which arrived Saturday, brought the particulars of the storm which worked such havoc with the American and German vessels and the merchant shipping in the harbor of Apia, Samoa. The storm occurred on March 16 and 17, and raged with violence during the two days. The damage done was unprecedented in the history of the islands. The total number of German and American seamen lost was 150. Almost every vessel in the harbor was wrecked and those that escaped were more or less injured. The damage was not alone confined to the shipping. The houses on shore were nearly all unroofed, and many were wholly demolished. Of the seventeen vessels in the harbor only three were able to combat the tempest when it broke upon them. These were two small schooners and the British man-of-war Calypso.

During the storm a heavy rain fell, the velocity of the wind was frightful and the waves were blown over the town of Apia. The vessels in the harbor were driven in every direction and appeared to be wholly at the mercy of the storm. Immense seas broke over them and volumes of water poured into the hatchways. Hundreds of people lined the shore watching the havoc being worked, but powerless to aid the distressed vessels.

The ships in the harbor had taken various positions at the time of the storm, which had been anticipated for several days. The steamers had their steam up, and the sailing vessels used extra anchors. The first vessel to go ashore was the Elber, which was driven to a reef and sank in deep water, carrying down the whole crew except half a dozen men who were saved by the bravery of the natives. The Adler followed and was lifted bodily and landed on the beach. The vessel was very high and dry. She lost about twenty men.

In the meantime the Nipic, Vandalia, Trenton, Calliope and Ogen were taken to the beach, and finally the Nipic reached a point where it was touched and whether she could be beached, but this being the only chance Capt. Mullane took it and most skilfully utilized it for her escape. She steered her clear of the reef and land her keel enough up to prevent the waves from knocking her to pieces. A number of men were lost, however, in jumping overboard or trying to get ashore in boats.

The Vandalia and Calliope had now worked near the place where the Adler lay on the reef. Suddenly the Calliope was raised by an immense wave and came down with a terrible crash on the port quarter of the Vandalia, crushing that portion of the American vessel into splinters. The water poured into her through a hole in her side. Capt. Kane, of the Calliope, fearing a further collision or wreck on the reef made all efforts to get his ship out of the water, but for a moment she was almost still, but under a full head of steam she began to move slowly out of the harbor.

As she passed the Trenton the American sailors gave three cheers, which were returned with vigor by the British sailors. Lieut. J. W. Carling was practically in command of the Vandalia. Capt. Schoonmaker having been almost incapacitated by an accident which happened a few days previous. Yet he stood by the lieutenant, notwithstanding his weak condition, and rendered all the aid possible in directing the ship's movements. Although he and Lieut. Carling did all in their power they could not save the vessel. Seeing no hope they decided to beach her. She struck the shore broadside on and lay within 100 yards of the shore, very near where the Nipic had been beached. The sea broke over her in great waves and her decks were entirely awash. The men were knocked down and hurled against the decks.

Consul Blacklock, Ensigns Jones and Purcell and Lieut. Shearnan, getting possession of the vessel, were the first to reach the shore. The vessel was hoisted on the beach, and every effort failed even with expert native swimmers. As the men of the Vandalia were swept into the sea they made for the Nipic, from which lines were dangling in the hope that stragglers might be able to seize them. The most of those, however, who reached the ropes were dashed against the Nipic and killed.

Capt. Shearnan clinging to the poop-deck while Lieut. Carling stood by him and tried his best to hold him. The captain every moment grew weaker, and feeling that he would soon have to succumb he remarked to those about him that he would soon have to go. An attempt was made to get him into the rigging, but he was too weak to climb.

He had been repeatedly offered a life-preserver but refused it. The next wave, which was of enormous size, entirely submerged the Vandalia's deck. The captain held on with all the strength he had left. A rushing sea against the sea for a short time, and fastenings, and it was sent flying across the deck. In its flight it struck the captain, apparently killing him outright, or rendering him senseless. The next wave swept him from the deck, and he sank immediately and was seen no more.

The vessel was completely submerged, and all hands had to take to the rigging, where they remained until the Trenton was driven alongside about 5 o'clock in the night, when most of the officers and crew got on the Trenton, excepting Lieut. Ripley, who jumped into the sea just before the mast gave way, and, with great difficulty, swam to the shore.

The Olga, after slipping her cables and getting clear of the Trenton, managed to make headway against the sea for a short time, and hopes were entertained that this vessel, the last left afloat in the harbor, would be saved, but within half an hour she was run into one of the best positions for beaching in the harbor.

The admiral (Kimberly) commanding the American fleet was the last to leave the Trenton, his flagship, The Americans, officers and crew, were alike clad in "blue jackets" uniforms, that being the only sort of clothing accessible after their trying experience. Admiral Kimberly said he considered the only consolation of the Trenton's having been picked up so late in the course of her wreck.

The Weather We May Expect. WASHINGTON, April 15.—The indications for thirty-six hours from this morning are as follows: For Iowa, fair to cloudy; temperature, coolerly windy. For Indiana, Illinois, Michigan and Wisconsin, slightly, but not much, coolerly windy. For Ohio, slightly, but not much, coolerly windy.

Chicago Real Estate Owner Dead. CHICAGO, April 15.—John D. Jennings, a leading real estate owner of this city, died at 5 o'clock last night aged 74 years.

Washington City, April 15.—During the past few days the weather has been very disagreeable. The indications for the next few days are as follows: For Iowa, fair to cloudy; temperature, coolerly windy. For Indiana, Illinois, Michigan and Wisconsin, slightly, but not much, coolerly windy.

Indians Catch Shad.

Successful Plant of This Fish in Arizona.

ITS PROPAGATION ON THE PACIFIC.

San Francisco Cal. News Have Them Planked If She Wants to, and Home-Grown—The Commission's Work for the Year—Washington Notes—A Senator's Novel Idea—Clarkson's Big Mail—Cheap Fertilizers—Late Appointments.

WASHINGTON, April 15.—No department of scientific work covered under government auspices shows better or more satisfactory results than that of the fish commission. Evidence of this comes to the commission here frequently. The fish commissioner of Arizona has written to Commissioner McDonald that Indians have caught shad in the Colorado river, in the territory, within the past few weeks of a size that amply repays them for the labor and time involved. The first deposit or planting of fry in that river was made three years ago and has been followed by a new one every year since. Lake Utah, in the territory of that name, has also yielded satisfactory returns from a planting made only year before last. One of the officers of the commission states that reports from San Francisco are to the effect that shad, the product of eastern fry planted in the waters of California, are plentiful in the markets of that city, and of reasonable price.

The methods and success of the commission are finding favor with the fisheries of the country, who at first not only viewed them with dislike, but were violently opposed to them. There are now many who are not only finding favor with the commission, and three new ones are provided for by the appropriation bill of 1888. At the central station in the large Masonic hall at Twenty-third and Washington streets, the commission is now making to hatch out shad spawn, which requires about half a year, and in a fortnight the commissioner will start a car for the general distribution of the fry.

Preparations are now making to hatch out shad spawn, a rapid process requiring only from four to ten days. When that is completed the hatchery will start a car for the general distribution of the fry.

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New Bank in Dakota Authorized.

WASHINGTON CITY, April 15.—The acting comptroller of the currency has authorized the First National bank of Minot, D. T., to begin business with a capital of \$50,000.

A FIBUSTERING SCHEME.

Lower California To Be the Scene of Operations of a Secret Order.

LOS ANGELES, Cal., April 15.—There is a scheme on foot to capture Lower California. A report Saturday found two men who had been asked to join in the project, and one of them occupies an official position in this city, and the other is a well known capitalist. To the reporter one said: "The scheme is being worked up throughout a secret order which has a large membership throughout the south, and the order was estimated at number over 1,000 men in the military department, while the civil department takes in many prominent and influential men. I refused to have anything to do with the scheme, but expect to hear from it before long. Any one who has watched the progress of things on the peninsula during the past year, and has known of the existence of this society, can easily see that trouble is being brewed.

Politics and the Hattering Man. LONDON, April 15.—The speakers at the liberal meetings are calling particular attention to what they call the infamous use of the hattering rams by the police assisting at evictions in London. The instrument has been dubbed "Balfour's maul" and a writer contributing an article to the Star suggests that a facsimile of it be exhibited at all Liberal meetings throughout England. Acting upon this suggestion the Star will open a subscription for the purchase of a number of copies of the instrument of the manufacture of the rams and their transportation from place to place as they are needed for exhibition to the masses.

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