

# THE INDIANAPOLIS JOURNAL.

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PRICE FIVE CENTS.

## OUR CHALLENGE.

Concerning "glittering generalities" and pompous, vapid, unsubstantial assertions made by rival clothiers, jealous of a reputation achieved by the MODEL in little more than six months, a reputation which they have failed to establish in eight years, we throw down the gauntlet and challenge not only any and all dealers in this city and in Indiana, but in the West, to sell clothing as low as we do.

Last fall we came among you as strangers and were at once attacked by clothiers who seemed wholly unmindful of the laws of hospitality and the decencies of competitive trade. We were largely, gratuitously and vindictively advertised, but what was intended to do us mortal hurt has proved a crowning benefit for which we shall ever be duly grateful. We were then upon the defensive; now that we feel the ground firm beneath our feet, with a large and ever-increasing patronage at our back, we propose to wage the most aggressive warfare ever known in the trade annals of Indianapolis. We propose to most clearly demonstrate that no house in Indiana can successfully compete with the MODEL, either in the quality of our fabrics, the workmanship of our garments, the style in which they are made, or the prices at which we shall dispose of them to our customers.

We are our own manufacturers, and not only manufacture for the MODEL, but supply a number of the leading clothiers of the United States. We manufacture at our Rochester Factory for clothiers in the largest cities, who must have goods of qualities superior to those demanded in any of the small country towns, whether those towns are EIGHT or EIGHTY in number. The qualities of garments needed in the large cities are qualities we supply to this city and are the only qualities the MODEL will sell.

The MODEL is the first and only house in this city to give a written legal guarantee with all writing sold. We shall continue to do this, guaranteeing that if our prices are not satisfactory and lower than any and all competition, we will refund the money to the purchaser.

This season we are showing the choicest, most elegant and most desirable lines of Clothing for Men, Boys and Children. Our Spring Overcoats for Men and Boys have met with special favor. Previous to their introduction by the Model, such garments, as to quality, style and price, were wholly unknown in this market.

Our new 4-button Sack and Frock Suits are in brisk demand, and the new styles of straight single-breasted Frock Suits, which are especially becoming to the middle-aged or young men, are meeting with ready sale among gentlemen who, previous to the coming of the MODEL, patronized the merchant tailor.

In our Boys' and Children's Departments we are showing new styles, most of them exclusively our own, and not to be obtained elsewhere in this city.

Our Furnishing Goods Department has attracted great attention. We buy our Furnishing Goods Stock in conjunction with a syndicate composed of five of the largest furnishing goods houses in the United States, and buy direct from importers and manufacturers. Hence we buy lower than the ordinary jobber, besides being always prepared to avail ourselves of Special Bargains.

For example: We advertised a sale of a superior quality of Socks at twenty-five cents, that are of good value at forty cents, and in one day sold over fifty dozen pairs of them.

We now offer for the coming week one line of Socks at five cents a pair, which are readily sold elsewhere at fifteen. Come and see what we are offering for so small an amount. We sell goods specially low in our Men's Furnishing Department, as it is run in connection with our regular clothing business and at small expense.

Our Shirts are of the best qualities made, and sold at astonishingly low prices. Our 50 cent unlaunched reinforced shirt is a great and rare bargain.

Every patron, this week, lady or gentleman, will be presented a beautiful and artistic Easter Card.

## MODEL CLOTHING COMPANY,

43 and 45 E. Washington St.,

Nos. 18, 20 and 22 S. Pennsylvania St.

### WHEN INDICATIONS.

MONDAY.—Partly cloudy weather and local rains.

Our stocks for this season's trade, in all departments, are not only the largest and most complete in this market, comprising all the prevailing styles in materials, shapes and patterns, but they are also the cheapest,—assuring you the best bargains that your money can buy,—for we retail at wholesale prices at the

## WHEN CLOTHING STORE.

We guarantee satisfaction in every instance, or refund the purchase-money upon return of the goods unsold.

## E. J. HODGSON, ARCHITECT,

Room 53 Fletcher & Sharpe's Block.

A specialty made of Private Residences and Store Buildings in any part of the city and State. Elevator. Telephone.

## TO PRINTERS.

The unsold portion of the body and display type, rules, dashes, cases and stands heretofore in use on THE JOURNAL can be seen at the warerooms of WANAMAKER & CARSON, Electrotypes Founders and dealers in Printers' Supplies, No. 192 South Meridian street, where they are conveniently arranged for inspection and sale.

This material is in first-class condition, and can be bought at very reasonable rates, in quantities to suit purchasers.

Call on or address

WANAMAKER & CARSON.  
No. 192 S. Meridian Street,  
Indianapolis, Ind.

## SPECULATION AT CHICAGO.

The Situation Not Materially Changed—Wheat Approaching the Lowest Figures.

CHICAGO, April 5.—The downward tendency on 'Change was in no sense stemmed to-day, although an evident effort was made at the opening to prevent another panicky lowering of prices. Wheat is very closely approaching the lowest figures to be found among the Board of Trade statistics. April 13, 1870, No. 2 spring wheat sold at 73 1/4c, and it was quoted to-day at the close at 76 1/2c, or within 3 1/4c of the lowest recorded price. May wheat closed at 81 1/8c, shading off 7 1/2c during the last five minutes of trading. The feeling throughout the entire session was one of feverish uncertainty, and slight causes were deemed sufficient to provoke a drop in ruling figures. Corn took a heavy drop also, off 2 1/2c from the closing prices of yesterday. Provisions held their own, and closed at a shade better figures than yesterday.

The government steamer Newfield left this morning for Sambro island, for the purpose of getting off the crew and securing all possible information. Running at 7 o'clock within a few hundred yards of the shore, and proceeded to make the necessary preparation for getting the survivors from the island. A boat was launched, and the men pulled for the spot where the survivors were awaiting relief. Upon landing, the sailors and passengers were interviewed by the rescuing party, and the details of the dreadful catastrophe were elicited by a reporter. The surviving passengers and seamen of the ill-fated steamer are Henry Schoonhoven, of Antwerp; captain; Eugenio Nicola Mutter, Luxemburg; Loco Nikolak; and others. Salvo, John; John Medermann, Eichsfeld; Ober Bayen, Otto Kranz, Wittenberg, near Schwarzenburg; Frank Florentine, Diseri, Antwerp; Charles von Louis, Antwerp; Petro Panges, Antwerp; Fritz Vick, Stralsund, Prussia.

## WRECKED AT SAMBRO LIGHT.

Full Details of the Loss of the Ocean Steamer Daniel Steinmann.

The Ship's Reckoning Lost Because of Dense Fog, and the Dangerous Rocks Discovered Too Late to Save the Vessel.

The Passengers Swept from the Deck by the Heavy Sea and Drowned.

The Story of the Disaster as Told by the Captain of the Steamer and by One of the Keepers of Sambro Light.

### THE LOST STEAMER.

Reckoning Lost in a Fog—List of Surviving Passengers and Crew.

HALIFAX, April 5.—James A. Chipman, of Chipman Bros., agents for the White Cross line, returned this afternoon from Sambro, where he went last night to look after the survivors of the wrecked steamer Daniel Steinmann. The stormy weather last night prevented him attempting to reach Sambro island, but this morning at 5 o'clock he secured a pilot who would endeavor to reach the island. They took a pilot boat and dory with them. When near the island as they could risk, the dory was launched, and with the assistance of the men on the island Chipman got ashore, and saw Captain Schoonhoven, and obtained the following particulars of the wreck:

The steamer had fine weather on her passage with the exception of the last two days, which were very foggy, it being impossible to get any reckoning, and he thinks he must have overruled his time. A 10 p. m. on the 30th inst. he saw a light ahead, which he first took for the Chebucto light, the fog making it appear about five miles off, but it could not have been more than one.

He discovered as he neared the light that it was the Sambro, and before he had time to reverse the engines he was among the ledges northeast of the island. The steamer struck twice, and began filling fast. He then tried to run her ashore, but she sank in a few minutes. As soon as the ship struck the captain ordered the passengers all on deck, but they were all swept overboard and drowned by the heavy seas which swept over her. Two passengers and five of the crew got into a boat, and managed to reach shore. The ship went down stern first. The captain, who was at his post on the bridge when she went down, threw off his boots and coat and took to the forward rigging, but she sank faster than he could climb, so he was obliged to let himself float, and after considerable trouble caught the topgallant yard, and clung there with one of the passengers, who also managed to keep himself afloat, until 5 a. m. on Friday, when a boat put off from the island and rescued them.

The captain will remain on the island to look after the wreck, and will not come up to the city until the first of the week. No bodies are yet washed ashore.

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### STATEMENTS OF EYE-WITNESSES.

The Captain's Story of the Disaster and the Causes Leading to It.

HALIFAX, April 5.—Following is the statement of Captain Schoonhoven:

"On the 3d of April, after a voyage of thirteen and a half days from Antwerp, at 6 p. m., hearing off Chebucto, by dead reckoning and soundings, west half south, by compass distance twenty-five miles; fog and heavy rain. Steamed dead slow, steering west quarter south, sounding every hour. About 9:15 saw through the mist a faint light about two points on the starboard bow, disappearing at times for four or five minutes. Taking it for Chebucto, I steered for it, sounding off for Chebucto. I steered for it, until 7:15 a. m. on Friday, when I saw a light ahead, which I took to be the Chebucto light about four points on the starboard bow. I sounded twenty-six fathoms. I then put the helm hard aport, but it was too late, and just before the ship struck on the rocks. I at no time heard the fog-whistle off Sambro. The first shock was light, the second heavy, carrying away the steering gear. After this we could not get the engines to work, but drifted over the rocks and anchored, the ship lying to pretty quiet, with little sea; ordered the chief and second mates to lower the boats and get the children and female passengers in first. While saving the women and children, I saw another boat in the water (the crew were working with us) and the ship coming nearer to the breakers again, when I ran forward to see if the chain cable was not broken. Before getting there, a monstrous sea broke over the poop, washing overboard every passenger—children and women—who stood on deck. This was immediately followed by an awful crash, and the ship went down as quick as lightning, stern first, carrying every one down who was on deck and those who were below. I ran up the fore-rigging, but was washed out before getting half way, but afterward succeeded in getting to the topgallant yard, which stood just above the water. A moment after a passenger was able to join me. The night was foggy and rainy, and we saw nothing more. The next morning we were gallantly rescued by three men upon Sambro island, about 5 a. m., in one of our own boats, there being no life-boat or rocket apparatus on the island. Some of the crew had also succeeded in reaching the land through the surf. The number of passengers drowned was 90; crew, 33. Saved—passengers, 3; crew, 6. We had a fine voyage till we reached the bank, which we crossed in 44° 37', and where we saw some patches of field ice. Thence we had almost continued in rain till we reached the Nova Scotia coast. Our last crossing was in 44° 37', and the wind was from the west. We had a full general cargo of about 1,400 tons, the steamer drawing twenty feet six inches a ft., and nineteen feet forward. The ship is now evidently broken, with rocks through her bottom. The storm was from the eastward when we struck, with a dense fog and rain. It was impossible to save any passengers whatever. I stayed up in the foretopsail yards, but having to get forward up to clear the break of the sea, I maintained a position in the ratlines for eight hours, in company with a solitary surviving passenger. We were afraid to lash ourselves for fear the mast would break away; so we just held on, all ready to jump, from 10 p. m. to 5:30 a. m.

### Three Boys Killed.

CINCINNATI, April 5.—Three boys, while driving a spring-wagon across the Cincinnati, Hamilton & Dayton railroad at Spring Grove Cemetery, crossing late this afternoon, were struck by the engine of a passenger train and instantly killed. The bodies were only partially burned. All the boys were sons of well-known citizens living at Winton Place. The eldest, fourteen years of age, was the son of John O. Moore, a commission merchant on West Sixth street; the second, thirteen years old, was the son of J. C. Hopple, a former partner of Moore's, and the third, aged twelve, was the son of C. W. McElfresh, dealer in tin and sheet-iron. The engine that struck them is the same that killed six persons near the same place last July.

### A Fatal Operation.

PHILADELPHIA, April 5.—John Young, from Chicago, died in the hospital from the effects of an operation to extract a knife-blade from his skull. Prior to his death he stated that the wound was inflicted in Chicago about three months ago by a man named Valentine Dooner.

### Miners' Wages.

PITTSBURGH, April 5.—The coal operators of the third pool have ordered a reduction of one-fourth per cent. in a bushel in the price of mining, to take effect next Monday. It is thought the miners will accept this reduction, as they are not in a condition to stand a strike.

when a heavy line was thrown to us, and we jumped into the water, and were pulled through the surf into a boat."

WHAT A LIGHT-HOUSE KEEPER SAW.

Alex. Gilrine, brother to the light-house keeper, who resides upon the island, gave the annexed statement:

"My brother Alfred is keeper of the light-house. The permanent residents upon the island are the keeper, his wife, three children, myself and another brother, Stewart, a bombardier, four gunners of the royal artillery, and Alex. Houseman, engineer, in charge of the fog whistle. At the time of the disaster the keeper and his wife were at Halifax, engaged in making annual returns, etc. Two boiler-makers were at the time of the wreck, at work repairing the boiler of the whistle. I was in charge of the fog whistle from 6 till 9:30, having relieved the engineer at 6, at which time the whistle was in working order and sounding its notes of warning. I succeeded in keeping the whistle going till 8:45, when it cleared sufficiently to enable me to see distinctly Devil's island and Chebucto head. I stopped the whistle, the engineer having relieved me, and the lookout man sighted a steamer about a mile south by east of the light. He called me, and I saw how she was lying to, heading about east-northeast. She lay there about fifteen minutes, while I looked at her, after which she ran ahead about a mile, then started ahead again and went about five hundred yards, and again stopped. I think she then struck on the Broad Beaver Shoal, for she began to back astern. It was very dark, and I judged her motions by her lights. The fog whistle was started again at 9:45, though it was still clear. This was done to warn the ship from the rocks, which were numerous about the light-house.

"The officers were Schoonhoven, captain, and Lamp, Russel, Gerard and Vick, subordinate officers. The names of the sailors are Brammick, Heick, Mooyangysel, Altheiner, Krausse, Neumann, Jacobsen, Hochmann, Spintse, Eckermann, Decker, Brash, Debeen, Vandenberg, Van der, Verbaan, Deveson, Heck, Pinjens, Bouronville, Danur, Armour, Blanck, Brenner, Vanesten, Fiezon, Cheers and Geerts.

The total lost is five officers, thirty-three sailors and ninety-one passengers.

Benggert, from Aarmuhle, Switzerland; Schmidt, from Hefingen; two families of seven persons named Kirschen; three persons named Muller, of Hefingen; Kremer, of Erenzen; William Franz and Marg. Franz, of Niederaulen; J. Oerger, of Unzhut; Binsfeld, of Zellendorf; Fischer, Neuheit; Gotz Erhardt; and Georg Eichhuhn, of Blaustein; Rupprecht, of Hohenbun; Krater, of Strasburg; family of six persons named Bravenbor, from Riederkert; Sticke, of Gunterhof; Roeder, of Wolferhof; Alf, of Bluskastle; Spirs, of Stofle.

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## SCENE OF THE WRECK.

Rock-Bound and Perilous Coast—The Wreck of the Atlantic.

Sambro island, where the ill-fated Daniel Steinmann was wrecked, is about fifteen miles from Halifax, and is a small rocky islet in the Atlantic ocean. The entire coast is rock-bound, and during a southeasterly gale it is sure destruction for a vessel to be caught too near it. There is a perfect archipelago of islets, like Sambro, near the entrance to Halifax harbor.

The indentations of the coast in the vicinity of Sambro island furnish harbors—like Ketch, and Sambro and Terrence bay—capable of receiving ships of the line, but the entire coast from Cape Sable to Cape Breton is teetered with rocks and cliffs, which stretch their fangs far out into the Atlantic in search of prey.

Sambro light-house, the scene of the disaster, was erected a few years ago on Sambro island, a low sand-bar just outside and on the west entrance of Halifax harbor. It forms one of the protections to what is known as Ketch harbor. Large vessels entering the roadway pass close to Sambro light, following outside of Ketch harbor. Portuguese cove and inside of McNab's island, a skirted with rocks, rendering it exceedingly dangerous to navigators.

Almost exactly eleven years ago, the locality of the present disaster was the scene of the wreck of the White Star steamer Atlantic, which involved a loss of over 500 lives. The Atlantic left Liverpool for New York on March 20, 1873, touched at Queenstown on the next day to receive the mails, and then proceeded on her voyage across the ocean. She had on board nearly 1,000 passengers, of whom about fifty were cabin passengers. When nearing the entrance to the harbor, Captain Williams was informed by the engineer that the steamer was running low, and as he had secured heavy gales on March 24, 25 and 26, he decided to put into Halifax to get additional fuel. The vessel had passed that port and was put back late on March 31. Early in the morning of the next day she struck on the rocks at Meagher's island, and the sea, sweeping over her decks, carried away all the port boats. The keeling of the steamer heavily to port rendered the starboard boats useless, and the persons that were saved were either taken up by the men in the boats or pulled ashore, or reached the shore by means of life-lines stretched from the shore to the vessel. Of 972 passengers on board 546 were lost. The vessel was running at a speed of about twelve knots an hour when she struck, and no officer on board seemed to know the exact position.

ACCIDENT ON THE TEXAS PACIFIC.

An Emigrant Train Wrecked—Many People Injured but No One Killed.

GALVESTON, April 6.—The Texas Pacific railroad wreck, brief reports of which were made yesterday, occurred near Elmendorf station. Two immigrant cars and a smoking car were derailed. The following is the list of casualties:

Reese H. Evans, Pad'y Run, O., left knee fractured; A. W. McHarg, Paris, O., foot fractured; Clark Lawrence, Chopto, Kan., bruised hip; Monroe Berry, El Paso, Tex., bruised on hip and chin; J. M. Fisher, Smith, Cain county, Ill., scalped wound; C. H. Smith, Cain county, Ill., scalped wound; J. W. Powell, New Orleans; J. M. Miles, hip and scalp wounds; Wm. Sedgley, Fort Worth, Tex., head and jaw wound; F. Lister, New Orleans, head and face hurt