

CZAR'S PRIDE IS HUMBLED

His Favorite Naval Officer
Goes Down With the
Flagship.

A RUSSIAN DISASTER

The First-class Battleship
Petropavlovsk Lost With
All on Board.

In an Engagement With the Japanese
off Port Arthur the Flagship Is Blown Up.

Great Vessel Turns Turtle in the
Channel to the Coveted
Harbor.

Grand Duke Cyril, As by a Miracle
Escapes When the Ship
Goes Down.

St. Petersburg, April 14.—While going out to meet the Japanese fleet off Port Arthur the first-class Russian battleship Petropavlovsk was sunk. One report says she struck a mine in the outer roadstead, keeled over, turned turtle and sank. Practically the whole of her crew, numbering about 800 men, were lost. Only four officers were saved, among them being Grand Duke Cyril. The Petropavlovsk was flying the flag of Vice Admiral Makaroff.

Grand Duke Cyril was only saved from death by miracle. His brother, Grand Duke Boris, witnessed the catastrophe through a marine glass. It is officially announced that the Russian vice admiral, Makaroff, was drowned when the Petropavlovsk was destroyed.

The mass of reports agree in three statements—that Grand Duke Cyril, between whom and the throne there is only a single life, was wounded; that the Petropavlovsk was lost, and that Vice Admiral Makaroff perished.

The Petropavlovsk, which had twice previously been reported damaged in Japanese attacks on Port Arthur, was a first-class battleship of 10,960 tons displacement and 14,213 indicated horse-power.

The following official dispatch has been received here from Rear Admiral Grigorovitch, the commandant at Port Arthur, addressed to the emperor:

"Port Arthur, April 13.—The Petropavlovsk struck a mine, which blew her up, and she turned turtle. Our squadron was under Golden Hill. The Japanese squadron was approaching. Vice Admiral Makaroff evidently was lost. Grand Duke Cyril was saved. He is slightly injured. Captain Jakovlev was saved, though severely injured, as were five officers and thirty-two men, all more or less injured. The enemy's fleet has disappeared. Rear Admiral Prince Ouktomysh has assumed command of the fleet."

THE CZAR MOURNS

Death of His Favorite Admiral a Blow to Russia's Ruler.

St. Petersburg, April 14.—The awful disaster to the battleship Petropavlovsk at Port Arthur with the loss of almost her entire crew of over 600 men and the death of Vice Admiral Makaroff has been a terrible blow. It would have fallen less heavily if the ship and the commander-in-chief of the fleet had been lost in battle, but to be the result of another accident following on the heels of a succession of tragedies of which the Port Arthur fleet has been the victim, has created something like consternation.

"Reverses we can endure," said a prominent Russian, "but to have the Petropavlovsk meet the fate of the Yenisei and the Boyarin is heartbreaking." Besides, it has just become known that the battleship Poltava several weeks ago had a hole rammed in her by the battleship Sevastopol while the latter was maneuvering in the harbor of Port Arthur.

The day has been one of intense excitement in St. Petersburg. The first inkling of the catastrophe leaked out on the receipt of a telegram by Grand Duke Vladimir from his son, Grand Duke Boris, announcing the loss of the Petropavlovsk and the wounding of Grand Duke Cyril, who was first officer. The Grand Duchess Vladimir was almost frantic on the receipt of the telegram, being convinced that the message was only a precursor of worse news, as it was signed by Grand Duke Boris instead of by the aide to Grand Duke Cyril, Lieutenant Von Kube. Lieutenant Von Kube had gone down with the ship.

Confirmation of the dread news came two hours later in a message to the emperor from Rear Admiral Grigorovitch, the commandant at Port Arthur. A religious service was immediately held at Grand Duke Vladimir's

palace, in which thanks were returned to the Almighty for the sparing of the life of Grand Duke Cyril, but the emperor was so overwhelmed with grief at the death of Vice Admiral Makaroff that neither he nor the empress attended the services. Instead the emperor sent a member of his personal staff to break the sad news to Vice Admiral Makaroff's widow, who is living in St. Petersburg.

The ministry of marine was soon surrounded by thousands of persons eagerly asking for more details. In the crowd of inquirers were the stricken relatives of those who were on board the Petropavlovsk.

What occurred prior to the blowing up of the flagship is only vaguely known, except that Vice Admiral Makaroff, with his flag flying on the doomed vessel, sailed out to engage the enemy until his reinforcements ap-

peared. It is thought possible that Vice Admiral Togo planned an ambuscade by sending in a small squadron in the hope of drawing out the Russian commander to the open and then cutting off his escape.

It is learned that the location of six of the mines planted by the Yenisei were unknown, the charts having been lost when that vessel went down. Probably it was one of these mines that the Petropavlovsk struck. Vice Admiral Makaroff's death is really a greater loss than would be that of several battleships. He was the pride of the navy and enjoyed the implicit confidence of his sovereign as well as of the officers and men of the service.

Speaking of his death, officials here all remarked upon the strange fatality that he should lose his life on a heavily armored battleship, to which he had a particular aversion. Yesterday morning, for the first time he raised his flag on a battleship. Previously he had gone out on board the cruiser Novik or the cruiser Askold. It was at the urgent request of his friends that he did not risk his life in this fashion and transferred his flag to the Petropavlovsk. It is now an open secret that Vice Admiral Makaroff was not anxious to resign his command of Cronstadt to go to the far East, this necessitating his leaving his wife and family, but the emperor held such a high opinion of him that he declined to consider other candidates, although it was pointed out that Rear Admiral Rojestvensky, chief of the general staff of the navy, who had just been appointed to command the Baltic squadron, and who is now destined to succeed Makaroff, as well as others, were anxious to distinguish themselves.

The emperor in his summons to Vice Admiral Makaroff, said: "My choice has fallen upon you and I will not take a refusal," and so the admiral went to the far East. The emperor's sorrow is doubly keen on this account.

Losses on the Yalu.

St. Petersburg, April 14.—An official dispatch dated April 12 says: "General Kachalinsky, commanding the Russian forces at the Yalu river, reports that on April 11, during an engagement of outposts, our losses were one officer, one sub-officer and two soldiers killed and two soldiers wounded."

Subway's First Use.

New York, April 14.—The first trip through the new subway in a regular motor car with passengers was made yesterday afternoon from 135th street to a point down town. August Belmont and John B. McDonald, with about twenty other persons, of whom had been directly interested in the building of the subway, were in the train when it left 135th street, and various points along the route were inspected.

TERSE TELEGRAMS

Russians at Vladivostok mistook a school of whales for a Japanese bottlenose.

St. Petersburg reports that thirty-seven Cossacks killed fifty Japanese scouts at Samalind.

A Philadelphia society woman had her pet dog laid out in her parlor. It was buried in flowers.

Exposition hall at Philadelphia, where the republican national convention of 1900 met, has collapsed.

Capt. Richmond P. Hobson was defeated in his race for nomination to Congress in the Birmingham, Ala., district.

Japanese claim a victory in first important skirmish on the Yalu river. The Russians left twenty dead west of Wijn.

Twenty-six persons, of whom five were commissioners, were killed by the explosion of a turret gun on the Missouri.

President Roosevelt signed the bill making an appropriation of \$475,000 for the Lewis and Clark Exposition to be held next year at Portland, Ore.

The Russian flagship Petropavlovsk was destroyed during battle at Port Arthur. Between seven hundred and eight hundred Russians were killed. The dead include Russian Vice-Admiral Makaroff.

NAVAL ACCIDENT

Twenty-nine Men Killed by
Explosion on the
Missouri.

A TURRET GUN LET GO

Among Those Instantly Killed Were
Five Promising Young
Naval Officers.

Shocking Disaster Occurs While the
Men Were Engaged In Tar-
get Practice.

Washington, April 14.—The most serious accident that has occurred in the American navy since the blowing up of the Maine in Havana harbor in 1898, happened on the magnificent battleship Missouri while she was engaged in target practice at a range about fifteen miles distant from the naval station at Pensacola. Twenty-four men and five officers were killed outright by an explosion of the 12-inch gun in the after turret, and two more men will probably die.

News of the disaster was conveyed to the commandant at Pensacola by wireless telegraph from the Missouri and thence by him transmitted to Washington, while the big ship was creeping back to port with the dead lying on her deck. The account which reached Washington of the accident was contained in the following official dispatch:

"Secretary Navy, Washington: Five officers and twenty-four men are dead. Two more cannot live—result of explosion on Missouri. Three rounds had been fired from after 12-inch gun and shell had been seated and two sections of powder rammed home when explosion occurred, killing every officer and man in the turret and all but three in the handling room. Commanding officer has informed relatives.

Names of dead follow: W. C. Davidson, lieutenant (junior grade); E. A. Weichert, lieutenant of marines; J. V. P. Gridley, midshipman; W. E. T. Neumann and Thomas Ward, Jr.; J. K. Peterson, boatswain's mate (first class); J. Bloxopals, coxswain; W. J. Bogard, O. N. Sonder, E. R. H. Alison, seaman; C. H. Meyer, R. C. Tobin, J. W. Cole, C. Rice, C. J. Killen, J. Geerdris, J. W. Kennedy, J. P. Starr, J. C. Nunn, C. H. M. Franks, ordinary seaman; H. S. Cherbarth, B. J. Milligan and J. M. Roach, landsmen; T. F. Rowlands, electrician (second class); A. Smith, gunner's mate (second class); T. E. Braun, chief gun captain; W. L. Shipman, private marine; J. C. Hardy and P. R. Castler, apprentices (second class). The two men who cannot live are J. T. J. Donnelly, ordinary seaman, and O. B. Moe, apprentice (second class).

BARKER.

The receipt of this message caused consternation at the department. Secretary Moody conveyed it to the president at the White House, and officers and clerks at the department were soon engaged in making out dispatches to the relatives and friends of the officers who were killed, so that they might not have to receive their first news from the newspapers. Short biographical sketches were prepared, also. Nearly all the dead officers were in the flush of early youth.

Lieutenant Wm. C. Davidson is a native of Indiana and was appointed a midshipman from South Dakota Sept. 28, 1891. His wife, Mrs. Juliet L. Davidson, resides at 1003 McCulloch street, Baltimore. Lieutenant Ernest A. Weichert (junior grade) was attached to the Cleveland, and it is assumed at the navy department that he was aboard the Missouri at the time of the disaster as an umpire during target practice. He was a native of Connecticut. Lieutenant Gridley was a son of the late Captain Gridley, who commanded the flagship of Admiral Dewey's squadron when he sailed into Manila bay and fought the Spanish ships. He was a marine officer on the Missouri, appointed to the marine corps March 26, 1900, from Pennsylvania, his native state. Midshipman Thomas Ward, Jr., was a son of Gen. Thomas Ward, who recently retired from the active list in the adjutant general's corps in the United States army. He was appointed to the naval academy May 23, 1899, from New York, in which state he was born. Midshipman Wm. T. Neumann entered the academy at Annapolis from California Sept. 16, 1899, and completed his course last year, when he began a two-years' service at sea. He was a native of California. His mother is living at Honolulu.

The Missouri is the very latest of the big battleships to go into commission. The flag was hoisted on her in December last at Norfolk by Captain Cowles, brother-in-law of President Roosevelt. She collided with the Illinois off Pensacola a few weeks ago and has had very little firing with her big guns; in fact, the nine or ten rounds which had been fired from each gun was in the course of official trials, and she is now going through her first regular target practice.

Created Profound impression.

St. Petersburg, April 14.—The Petropavlovsk disaster has created a profound impression in official, naval and military circles, where the feeling is one of consternation.

DIRECT CHARGES

Argument in Harriman-Hill-Morgan
Suit Creates a Sensation.

St. Paul, April 14.—The decision of the United States circuit court as to the right of E. H. Harriman and Winslow Pierce, as trustees for the Oregon Short Line, to file a petition in the case of the government against the Northern Securities company and others will be handed down today. The arguments on the motion have been concluded, Judge Johnson addressing the court on behalf of the defendants, and W. D. Guthrie closing for the petitioners.

Mr. Guthrie in closing furnished the sensation of the hearing by maintaining that the Northern Securities company has since the decree of the U. S. circuit court declaring the Securities company illegal, added materially to its holdings of Northern Pacific and Great Northern stock with the intention of retaining control of these roads. This statement Elihu Root took occasion to deny emphatically and specifically, saying that he was authorized to say that neither Mr. Hill nor Mr. Morgan have acquired one share in either company since the decree was handed down. The arguments attracted great attendance and were followed with keen interest.

THE PHILIPPINES

Again Engage the Attention of the
Lower House.

Washington, April 14.—Under a special rule the house devoted itself to consideration of a bill amending the law relating to the Philippine Islands. The provision in the bill in reference to the granting of railroad franchises and the guaranteeing of 5 per cent on the cash capital actually invested in such railroads was opposed by Mr. Jones of Virginia, who alleged that British and Belgian capitalists were ready to build the roads without such guarantee. Messrs. Cooper of Wisconsin and Crumpacker of Indiana, in urging the passage of the bill, declared that it properly safeguarded the interests of the Philippines. The senate has begun consideration of the bill providing for the government of the Panama canal zone.

Millers Fight Railroads.

Minneapolis, April 14.—Because of lack of orders and alleged rate discrimination, it is expected that every flour mill in Minneapolis will be closed within the next twenty-four hours. The mills of the Consolidated Milling company and the mills of the Washburn-Crosby company closed yesterday. The Pillsbury-Washburn mills closed this morning. Nearly 3,000 men ultimately will be out of work. The millers say that the roads refuse to give them fair rates for shipping.

Opinion of Committee.

Washington, April 14.—Representative McCall of Massachusetts, chairman of the special committee which conducted the investigation of the postoffice affairs so far as members of the house were concerned, has had a talk with the president regarding the report made by the committee to the house. Mr. McCall said he regarded the conclusions of the committee to be "temperate and fair."

SAYS THERE'S NO PAPER TRUST.

Washington, April 14.—C. W. Lyman, vice president of the International Paper company, entered a general and specific denial before the house committee on judiciary yesterday of the charges against the paper "trust" recently made before the committee by Don C. Seitz and John Norris, representing the business management of the New York World and New York Times respectively.

REPRIEVE FROM THE CHAIR.

Columbus, Ohio, April 14.—Governor Herrick has granted a reprieve to Charles Stimmel, who was sentenced to be electrocuted on April 19 for the murder of Joseph W. Shide at Dayton. Stimmel was denied a new trial by the circuit court, and the reprieve was allowed to give his attorneys an opportunity to appeal the case to the supreme court.

MARKET REPORT

Prevailing Prices for Grain and Livestock on April 13.

INDIANAPOLIS GRAIN AND LIVESTOCK.

Wheat—Wagon, \$1.00; No. 2 red, Quiet, \$1.02. Corn—Strong, No. 2 mixed, 50c. Oats—Steady; No. 2 mixed, 40½c. Hay—Clover \$8@9, timothy, \$12@14; millet, \$8@9. Cattle—Steady at \$4.00@5.25. Hogs—Strong at \$4@5.32½. Sheep—Steady at \$2.35@2.75. Lambs—Steady at \$5.50@5.75.

AT CINCINNATI.

Wheat—Easier; No. 2 red, \$1.07. Corn—Firm; No. 2 mixed, 54c. Oats—Quiet; No. 2 mixed, 42½c. Cattle—Steady at \$2.25@4.75. Hogs—Active at \$4.15@5.40. Sheep—Steady at \$2.75@4.50. Lambs—Steady at \$4.50@6.00.

LIVESTOCK AT CHICAGO.

Wheat—No. 2 red, \$1.00@1.03. Corn—No. 3, 48@53c. Oats—No. 2, 39c. Cattle—Steady; steers, \$3.00@5.60; stockers and feeders, \$2.75@4.35. Hogs—Steady at \$4.80@5.40. Sheep—Strong at \$2.50@5.65. Lambs—Strong at \$4.00@6.40.

AT NEW YORK.

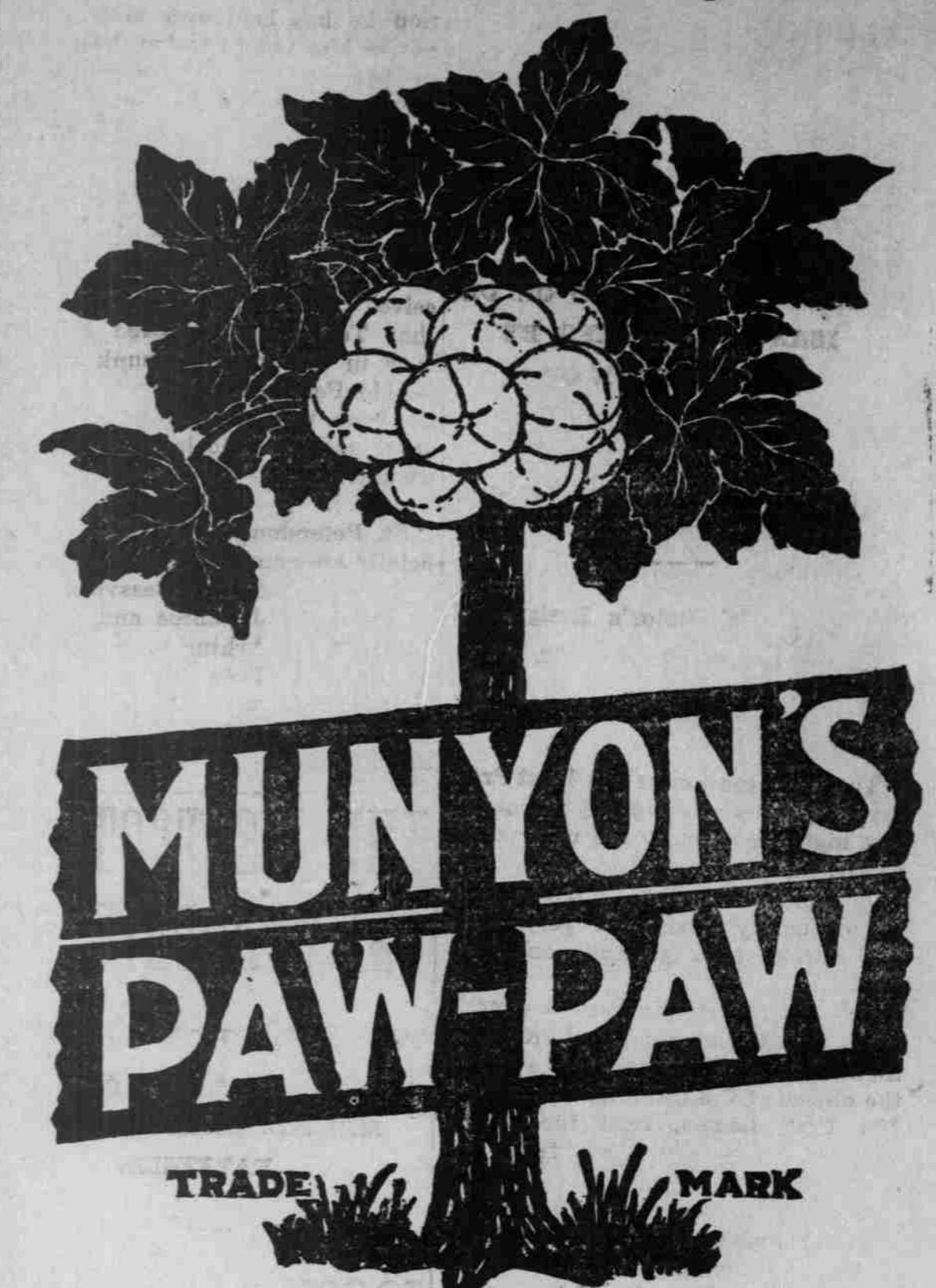
Cattle—Firm at \$4.30@5.35. Hogs at \$2.75@5.75. Lambs—Steady at \$5.50@6.65.

EAST BUFFALO LIVESTOCK.

Cattle—Steady at \$3.75@5.35. Hogs—Slow at \$4.40@5.40. Sheep—Steady at \$3.25@5.50. Lambs—Steady at \$4.00@6.40.

PAW-PAW CURES DYSPEPSIA

Cures Nervousness, Sleeplessness, Catarrh and all Blood Impurities



TRADE MARK

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