

present everywhere in Apia during the first few days after the storm had disappeared. By the end of the week the quarters of the shipwrecked sailors had been made more comfortable daily. The routine of duty was properly attended to, and the marine guard had complete control of the town. Working parties are kept busy all the time on the wrecks of the *Trenton* and *Vandalia*, and articles of every description have been brought above from the vessels. It has not yet been ascertained whether the *Nipic* will be able to leave the harbor or not. King Mataafa came down from his camp a few days ago. A lightning had fallen the night before, and the 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 people offered to vacate all the Samoan houses in Apia, and allow the American sailors the use of them. Admiral Kimberly thanked Mataafa very warmly, but stated to him that it would be difficult to control the men if they were scattered around among the native houses. He promised, however, to consider the offer if the situation became more pressing.

The San Francisco *Chronicle*, commenting on the details of the American-German ships at Apia, says: "This account settles all doubts in regard to the responsibility for the disaster. It proves that the American and German commanders did everything that good seamanship could do to save their vessel, 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 crew of the *Trenton* and *Nipic* was due to the skilful handling of those vessels. Mr. Dunning, special correspondent of the Associated Press, had the rare opportunity to be the only newspaper man who witnessed the disaster. His account is a superbly realistic picture of scenes of heroism and suffering without parallel in recent years. The story of the fruitless attempt of 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 *Vandalia* cheering each other, and of the band of the *Trenton* starting up 'The Star-Spangled Banner' as the ship swept on towards certain death."

On March 22nd the Germans held memorial services at the French Catholic Church, which were attended by Admiral Kimberly and a number of other officers, and also by the guard of honor from the United States marine forces. On March 24th American memorial services were held, but none of the German officers attended.

There is no important change in the political situation. Both parties are still encamped in the same position which they have occupied for months. The German consul, Dr.

Knappe, is still pursuing the pitiful 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 a few days later declared that the natives were stealing produce from the German plantations, and warned the public not to purchase from them.

The Associated Press correspondent had an interview with Mataafa a few days prior to the great storm, in regard to the proposed Berlin conference. The king did not seem to believe the conference would have any beneficial result for the Samoans. He expressed a strong desire that the American and British representatives might be able to effect a restoration of the former Samoan government and insure peace and prosperity to the islands. Mataafa declared he had nothing to hope for from Germany—that all the wars among the natives and the bloodshed which had occurred during the past few months were due to German interference; and German representatives 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 a letter received by himself from Consul Knappe after the recent fight between the Germans and Samoans, in which Mataafa was addressed as "your majesty the king." In his letter Dr. Knappe desired that there should be no more war—that the Samoans should rule over things on the island pertaining to Samoa, and that the Germans should rule over all things pertaining to foreigners. Mataafa did not reply to this proposition.

A Washington dispatch dated April 14 says:

The long and graphic report of the disaster at Samoa was read with a great deal of interest here. Naval officers generally were of the opinion this evening that no blame could be attached to anyone 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 navigation, and acting secretary of the navy, probably voiced the general feeling when he said to an Associated Press reporter tonight: "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 and 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 Mullen, 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 anyone. 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. Dispatches show 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 that 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 vessel, Commodore Walker said, seemed to have been about the same after the hurricane struck them. The mistake seemed to have been made in staying in 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, though, but what some of the vessels might have gone down with all on board even if they had put to sea. It was probable, however, they would have pulled through. "But there," said he, "the judgment of the officers would have come in, and they no doubt did what seemed best. They may have thought the blow was coming up, but that they could weather it. They all took the same course and were all caught in the same box. The men could not do a great deal in these hurricanes. The wind blew everything down, and the seas were heavy, almost beyond conception." He remembered, he added, a hurricane in Barbadoes which blew down large heavy stone buildings and razed almost the entire town; and this seemed to be 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 afterwards. The wind was so fearful from between the planking that it forced the oarsmen out at the ship's deck, and twisted the vessel all out of shape, until it resembled the twisted withies in a broken basket. The deck was so sprung that you could go down below and see through the creases what was going on above. A little more and the vessel would have been foundered. The Commodore scintillously expressed his opinion of the hurricane 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 everything they could. All the vessels adopted some course, and none of them would have anything much out of the way. They boat had three or four anchors down, and was steaming up to them. The 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."

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