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THE NEWS DOUBTFUL

Protectorate Said to Have Been Declared Over Hawaii.

BEARDSLEE SAID TO HAVE DONE IT

The Officials at Washington Say There is Nothing in His Instructions to Justify Such Action.

SAN FRANCISCO, Feb. 10.—The Examiner's story today from his correspondent at Honolulu that Admiral Beardslee has taken possession of Pearl harbor and declared a protectorate over the Hawaiian Islands. This news came to Victoria by the steamer Warrimou.

WASHINGTON, Feb. 10.—The report that Admiral Beardslee has taken possession of the Hawaiian Islands is not believed here. Neither the state nor navy departments have any intimation of any such action.

No Mention of a Protectorate.

VANCOUVER, B. C., Feb. 10.—Among the passengers by the Warrimou, was F. H. Holmes, private secretary of Damon, Hawaiian finance minister, who is en route to England on a vacation. He says there has been no change in the situation since the arrival of the steamer, but he believed the effectual manner in which the revolution was quelled will prevent any further uprising.

STATEMENT FROM THURSTON.

The Hawaiian Minister Upon Hawaii's Troubles.

WASHINGTON, Feb. 10.—L. A. Thurston, the Hawaiian minister, being asked whether he had any objection to the alleged sentencing to death of some of the leaders of the late insurrection, and whether, in his opinion, such sentences, if given, would be carried out, made the following statement:

"I have received no direct communication concerning the sentences, nor do I know precisely what action will be taken, but from my intimate acquaintance with all the Hawaiian authorities and their characteristics and methods, I can state positively that the action will be fair; that the accused will be allowed the assistance of counsel of their own choosing, who will be allowed the fullest right of cross-examination and of defense; that there will be no mistrial, and that the sentence will be carried out if there is any particular policy in which the Hawaiian government has erred in the past two years, which has been too lenient in dealing with those who have continuously schemed to overthrow it; first, by strategic diplomacy, and then by force. From its inception the government has exhibited a leniency toward its enemies that is unparalleled in history. This extreme leniency has been a feature of the administration of President Dole, which has caused criticism from many of his strongest supporters.

"I will state a few facts in substantiation of what I say. The penalty for treason from the foundation of the monarchy was death and confiscation of all property. January 30, 1892, three days after its creation, the provisional government passed an act providing an alternative penalty for treason of a fine and imprisonment and otherwise mitigated the harshness of the former law. Was there ever before a government, scarcely seated in power, in the midst of enemies, involved in all the multitudinous plans attendant upon a reconstruction, that had shown a system of government, devoting its first moments to mitigating the penalties which might be visited upon its enemies if they undertook to overthrow it?

"Again, although the revolution of 1894 was caused by the attempt of the queen to abrogate the constitution and disfranchise nearly every person connected with the new government, she was treated with the utmost consideration by the government. She has been allowed to occupy her comfortable quarters in Honolulu, within a block of the executive building, in peace and without molestation, although she has unceasingly, publicly and privately, plotted for the overthrow of the government, and finally made her house an arsenal, which was discovered by rifles, two dynamite bombs, pistols, swords, and ammunition in quantities.

"Again, although Liliuokalani has made no claim for compensation, the annexation commission, in the interest of harmony and to avoid even the appearance of harshness, secured the insertion in the proposed annexation treaty of a clause giving her an annual pension of \$50,000, and under which she began to openly work for the overthrow of the government. The salary which she received as queen continued to be paid to her by the provisional government, and, until Princess Kaulani came to Washington to work for restoration, she also continued to receive her allowance. The ex-queen has twice applied to the government for protection against supporters of the government whom she feared might do her harm, one of the times being when she was in the act of negotiating with Mr. Willis for her restoration and the overthrow of the provisional government.

"Upon the occasion of the late insurrection she was detailed to guard her farm for as long a period as she desired them. Her only response to all this treatment has been the behavior of a traitor, and Minister Willis, and a continuous plotting to overthrow the government, culminating in last month's insurrection.

"The royalists have been allowed and

Negro Women Sold into Slavery. GEORGETOWN, Ky., Feb. 10.—A novel spectacle was furnished yesterday by the sale by public auction of two colored women, Sara Jackson and Bettie Fishback. They were sold to a man named Jackson, who was ordered to be sold into slavery for the period of six months. The sale took place in front of the courthouse. Dependent upon the sale, a large number of people gathered, and the women were bought by two colored men, Henry Jackson and Richard Coleman, and brought \$10 and \$2, respectively.

Highest of all in Leavening Power.—Latest U. S. Gov't Food Report.

Regal Baking Powder ABSOLUTELY PURE

TWO OF THEM RESCUED

One by One the Others Slipped Into the Sea or Hung Lifeless.

FORTY HOURS IN THE RIGGING

During All the Time the Men Were in the Ropes, They Tasted Neither Food Nor Drink.

FIRE ISLAND, Feb. 10.—Two men who clung for 40 hours to the rigging of the vessel off Fire Island beach were rescued today by the cutter of the Coast and Life-saving station. The vessel was the schooner Louis V. Place, Captain Squires, coal-laden, from Baltimore to New York. She was wrecked during the gale. Nine men took to the rigging when the vessel went down, about a eighth of a mile off shore, and they clung in the rigging during the blizzard until, one by one, seven of them slipped into the sea or hung lifeless, bound to the rigging. Two only were able to endure the terrible exposure. They are J. S. Nelson and William Stevens. They are badly frozen. The story of their rescue is a tribute to the brave life-savers who have for the past two days been making almost superhuman efforts to reach the wrecked schooner.

It was Tuesday last that the Place was wrecked. The life-savers sent out life-lines, but not before the seamen were almost frozen to death and so weak as to be unable to grasp the ropes. They tried many times to launch a boat, but each time the breakers drove them back to the shore. The same attempts were repeated for three days, but on the fourth day, when at midnight, last night, the life-savers, under command of Captain Baker, pushed their boats into the surf and pulled like mad to the wreck, there were but two lives remaining of the nine. During all that time the men in the ropes had not tasted food or drink. Just a spark of life seemed to remain, and although the two were able to drop from the rigging into the lifeboat, they were almost insensible.

Nelson presented a terrible appearance. His face, hands and feet were frozen, and he was unable to speak for several hours. Stevens had been more fortunate than the other survivor, who had been kept alive through his efforts. Each time Nelson's head sank on his breast, Stevens would reach over and pound him into sensibility again. The latter was soon able to tell the story of the wreck and the terrible experiences of the two men. The dead are: Captain Charles Squires, 50 years old, married, New York city; Engineer Charles J. Mate, 44 years old, single, New York; Mate Jabbie, 44 years old, married; Fritz Ward, seaman, 20 years old, single, Norway; Charles Morrison, cook; Gus Olesar, 35 years old, Swedish; August Fallstrom, seaman.

The bodies of the mate and the Swede were still lashed to the rigging. The other two were dropped into the sea.

Not One of the Crew Saved.

HALIFAX, N. S., Feb. 10.—One of the late arrivals at this port today announced the loss Friday of the fishing schooner Clara Friend, with all on board. The Friend left Gloucester two weeks ago, bound for The Georges on a fishing trip.

Four Supposed to Be Drowned.

GALVESTON, Feb. 10.—The tug Seminoles has just arrived at Sabine pass, and reports having seen the sloop Scamper, with 28 men on board, Friday the terrific storm caught her while off Western head, near Liverpool, N. S., and she was driven on the rocks, going to pieces about afternoon. Not one of the crew was seen to remain, and although the wreck are reported washed ashore at Liverpool.

The Second Mate Drowned.

SAN FRANCISCO, Feb. 10.—Second Mate John Murch, of the schooner Fannie J. White, was washed from the vessel at sea Thursday during a squall and drowned. During the storm the schooner suffered considerable damage, and was forced to return to port for shelter in her crippled condition.

Nothing of La Gascoigne.

The Big French Liner Is Now Eight Days Off.

NEW YORK, Feb. 10.—The French liner steamer La Gascoigne, so far as all sources of information go, has failed to reach harbor. The three steamers which arrived this port today have seen or heard nothing of her. But the fact that vessels not nearly so staunch as the French liner have weathered the gales which have swept over the Atlantic for the past two weeks has given heart and hope to those who can view the chances of the big steamer from an impartial standpoint. La Gascoigne is now eight days overdue. She has been in the gale in the Atlantic, but never was she so tardy in reaching port. October 26, 1891, she came into New York harbor with 200 souls on board, and was the first of the big French liners to be wrecked. For four days and nights she had been in the grip of a hurricane. One day of such weather would have tested the staunchness of almost anything that floats, but La Gascoigne reached New York practically uninjured. It is such a coincidence that their boat is still ploughing the seas or safe in some out-of-the-way harbor. The men in the office of the French liner do not worry much. None of them believe La Gascoigne to be lost. It is the friends and relatives of passengers that are fearful of the worst.

The men who report vessels far down the bay have kept their eyes sharp toward the coast in the hope of being the first to signal the missing vessel. At 7:30 to-night the Hamburg-American liner Dania was reported off Fire Island. Two hours later an unknown steamer was reported passing Sandy Hook light-house. There she is anchored, and it is believed she is La Normandie, a sister ship of La Gascoigne. La Normandie sailed from Havre February 2, and coming over the same course as La Gascoigne, it was confidently expected she would have tidings of the other. No signals to that effect, however, are displayed, and now the officials of the line fix their hopes on La Touraine, which sailed from Havre Wednesday last with instructions to keep the strictest lookout for La Gascoigne, and, if necessary, to spend extra time in making a detour from the regular course. Just what news the Dania and La Normandie may bring is doubtful, but they have given no indication up to the present time of having spoken the missing ship.

SANDY HOOK, Feb. 10.—A M.—The

PHILADELPHIA

Inquiries at Philadelphia.

PHILADELPHIA, Feb. 10.—The Boston steamer Parthian and the British steamer Guildhall from Calcutta, and the City of Newcastle from Calcutta, are all as usual of Newcastle, and assistance was sent to the missing steamer. The City of Newcastle was picked up off Cape May, containing the missing steamer belonging to a passenger on board La Gascoigne caused much excitement in shipping circles, but it was subsequently denied.

Cause for Anxiety, Not for Alarm.

LONDON, Feb. 10.—The Daily News, in a leader concerning the missing steamer La Gascoigne, says: "There is a reason for the anxiety about La Gascoigne, but not for the alarm. It is possible, if there has been an accident to her machinery, that she may need all the time already lost to make port under sail. It is true none of the vessels have sighted her. Probably this is due to the prevalence of fog and blinding snow. It is most likely that she is struggling against storm after storm, each retarding her, but none sufficient to overpower so stout a ship."

No Confirmation.

HALIFAX, Feb. 10.—Correspondents have been investigating the matter that the French liner La Gascoigne had been seen in the vicinity of Sable Island. It is not believed any credence should be put in the report, as Sable Island can only be reached at great risk, and the vessel, if at all, such news might come by carrier pigeon, but none has arrived here, and it is asserted none would fly in such weather as that which is prevailing here. The only other way to send out news would be by signaling a passing vessel, and that can be done only in fine weather.

The Manitoba Captain's View.

NEW YORK, Feb. 10.—Captain Griffith, of the American Transport Line's Manitoba, said today he thought La Gascoigne would be first spotted by the vessel bound for the Mediterranean and eastward from Gibraltar. He added:

"My opinion is that she broke down west of the Azores, and was carried by prevailing currents into Southern latitudes."

At the Navy Club the officers believe the vessel will eventually come in.

Her Captain Rescued the Crew of a Waterlogged Bark.

NEW YORK, Feb. 10.—The Cunarder Umbria, Captain Dutton, which sailed from Liverpool February 2, via Queenstown February 3, reached quarantine this morning. She brings no word of La Gascoigne. Soon after noon yesterday a monster ocean greyhound steamer passed quarantine, her shrouds and part of her hull covered with ice and glistening like crystals. The vessel was a French bark White Star. It was about 11 o'clock at night when the report was made to me that a snow storm and a heavy waterlogged vessel had been sighted. The captain of the Cevic is an old friend of mine, and I sent signals up to let him know who we were. The Cevic was off our port side. The signals we sent up were seen by the French bark, which was over on our starboard about five miles away. It was not particularly cold, but there was a snow storm and a heavy waterlogged vessel. The distressed crew was displaying red lights to show the vessel was out of control, and, as we made toward her, three men went up into the mizen rigging with torches. The bark was waterlogged. When our boat reached the distressed vessel the men found the crew had launched two boats and were loading all their effects. Captain Labot and his son were the last to leave the Jean Baptiste. They came away in our boat. The Jean Baptiste belonged to Havre, and was from Halifax to Cuba.

At 5 o'clock yesterday afternoon, during the height of the storm, 200 miles east of Sandy Hook, we sighted a four-masted schooner at anchor, riding very heavily. She had a flag up and no sails set. I had the vessel put about and ran down close to her. We lay to for an hour and a half waiting for some signal, but none came. We left them riding at anchor in a heavy sea in a very unusual place for a schooner of that character, right in the course of the ocean steamers. Then we came on to the harbor and experienced the worst weather of the whole trip."

THE RHYNLAND'S PASSAGE.

Heeled Down So Far as to Make It Difficult to Walk the Deck.

QUARANTINE, L. I., Feb. 10.—Neither the Atlantic transport steamer Rhymland nor the Red Star line steamer Rhymland, both of which arrived at S. A. M., saw anything of the overdue La Gascoigne. The Rhymland, when she arrived, was a mass of ice on the starboard side and as high as the lower masts. All the standing rigging and the running gear of the fore-

(Continued on Second Page.)

NATIONS TO ARBITRATE

Once Again This Matter Has Been Brought Before Congress.

RESULT OF MR. CREAMER'S VISIT

Grave Consequences That Might Be Expected to Follow the Ratification of Such a Treaty.

WASHINGTON, Feb. 10.—The recent visit to Washington of Mr. Creamer, the British member of parliament who was charged with the presentation to our government of a memorial signed by his colleagues in parliament, urging the negotiation of an arbitration treaty with Great Britain, has resulted in stimulating interest in the project, which had rather languished since the introduction of the Allison resolution some years ago. In congress the proposition has taken tangible shape in a radical joint resolution submitted by Senator Sherman and referred to the committee on foreign relations, fully authorizing the president to move in the matter. While this resolution has not been entirely acceptable to the advocates of the scheme, it has served its purpose of forming the basis of negotiation by the committee. But meanwhile negotiations have been opened, as yet only preliminary in nature, between our government and the British ambassador that the grave consequences that might be expected to follow the ratification of a treaty, by the terms of which any matter in dispute between any of the signatory powers, which cannot be adjusted to the ordinary methods of diplomacy, shall be submitted to arbitration.

There is nothing substantially new in the proposition, which has been discussed for many years in various shapes, but the fact that negotiations have actually begun, and are at last, really within the reach of accomplishment, has had the effect to draw the attention of certain senators, who must pass upon any such treaty, to the grave consequences that might be expected to follow its ratification. For instance, it has been urged that the Monroe doctrine, upon which our predominant policy in this hemisphere depends, would be speedily dismantled by the force in an arbitration. Each of the signatory powers would be represented upon the arbitration commission, and as the European powers would be largely in the majority there could be but one result, should any question be submitted involving the application of this doctrine, which they have never subjected to have treated only because of the ability of the United States to maintain against any single power.

Another objection which has been advanced is that the arbitration treaty would absolutely deny the right of revolution, and this might be a very serious matter. In the event that Canada should cast off allegiance to Great Britain, it would be impossible for this country to recognize her independence, much less annex the dominion even upon the unanimous application of its people. Of late years the United States has been making up its mind to the recognition of the citizenship of naturalized Americans. Upon this issue the United States is at variance with almost all of the European countries, which have found it essential to the maintenance of their great systems of government to see to it that the right of expatriation to their subjects, and if such a question were submitted to arbitration the United States would be certainly defeated in its contention by the extreme western nations for our naturalized citizens anywhere outside the United States.

These are a few of the difficulties that at present beset the pathway of negotiations. It is not, however, the arbitration treaty, and it is doubtful if they can ever be overcome.

In accordance with the act of congress of May, 1894, the secretary of agriculture has issued the following regulations of Railways of the United States, Stockmen and Others, the usual regulations concerning the transportation of cattle, to be in force from the 15th day of February to the 15th day of the following year. The principal difference between the regulations and those of last year lies in the fact that the Texas fever line, as it is called, is extended westward to the Pacific coast. The line from the Pacific coast to its junction with the old line, which formerly did not extend beyond Western Texas, is described as follows: Running from the extreme western corner of the county of Contra Costa, Cal., eastward along the northern boundary of Contra Costa and San Joaquin to the western boundary of Amador; thence north along the western boundary of Amador to the southwestern corner of Eldorado, then southwest to the boundary line of California; thence southwesterly to the northern boundary of California to the western border of Arizona; thence south along the western border of Arizona to the southwestern border of the territory; and east along the southern boundaries of Arizona and New Mexico to the Rio Grande; southeast along the Rio Grande to the southwest corner of the county of Pecos, Texas, and northwesterly along that river to the southwestern corner of the county of Pecos, which was the western extremity of the old line.

The principal change in the old Texas fever line affects the territory of Oklahoma, a large portion of the northwestern part of that territory, which was formerly included within the line being now left outside. There are also some slight changes in the line in Missouri, Tennessee and Virginia. The bureau of animal industry is preparing the map for 1895, showing the Texas fever line in its entirety under the regulations, and a copy will be printed and ready for distribution as soon as possible. The regulations imposed upon the transportation companies, stockmen and others, are of a character that will be printed and ready for distribution as soon as possible. The regulations imposed upon the transportation companies, stockmen and others, are of a character that will be printed and ready for distribution as soon as possible. The regulations imposed upon the transportation companies, stockmen and others, are of a character that will be printed and ready for distribution as soon as possible.

The greater part of the week in the senate will necessarily be devoted to the appropriation bill. The postoffice bill will be the first remaining unacted upon to receive the attention of the senate. This bill will, in all probability, develop sufficient debate to consume two days' time if not more. The Indian bill carries numerous amendments. Many of them will call for explanations, and others will be attacked. The discussion of this bill will probably open up the matter of the management of affairs in Indian territory. This is a subject which has received much attention at the hands of several senators. It is expected that the agricultural bill will be taken up when