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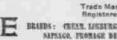
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FOR BEAUTY For comfort, for improvement of the com-plexion, use only Pozzon's Powder; there is nothing equal to it. Has been the favorite throughout the world for over fifty pears.

Terrible Experience of the Freight Steamer Salisbury.

TEN DAYS AT THE MERCY OF THE SEA

In Sight of the Delaware Coast When the Gales Caught Her and Rendered Her Helpiess.

HALIFAX, N. S., Feb. 17.—The steamer St. Jerome, from Galveston, bound to Liverpool, arrived here today, having in tow the steamer Salisbury. The Salisbury was bound to New York, from the Mediterranean, fruit laden, and has been 'S days trying to reach her destination. The cantain records a result average with captain reports a rough experience with the terrible gales of the past few weeks, and her battered and dismantled appear-ance is ample evidence of what she has gone through since Jenuary 2. She was in eight of the Delavare coast when the gales swept down on her, rendering it im-possible to make headway, and she was driven several hundred miles away with-VANCOUNTA out being able to offer resistance. The torms continued from day to day with unshated fury, and the sale was knocked about like a fragile cockleshell. She led at times in such a frightful maner that those on board feared she would turn over. The waves would crash down on her on all sides, and her deck was continuously flooded. The majority of the rew were more or less injured.

Nearly all the coal was consumed a week ago and, in order to make it last, all of the woodwork about the ship, including her main-top mast, was burned.

Excellent things here. Finally things became so bad that there as nothing more with which to keep up-team. The engines, too, were almost seless from the rolling and pitching of the ship. The vessel's ballast tanks were the snip. The versel's balast traits were also started by the terrific oscillation. In this extremity, the signal "Want immediate assistance" was holsted, and the afternoon of the 12th inst., in latitude afternoon of the 12th inst., in latitude 25:45 north, longitude 65:10, it was signted 5000 miles during the summer, all the time the steamer, and the captain of the Salis-bury came on board and stated that his ship was completely helpless and had been those connected with the ship, had the ship was completely helpless and had been at the mercy of the waves for several days, her coalbunkers were empty, and requested that his ship be towed to Hali-Because we know it pays. We have the fax. Captain Pew, of the St. Jerome, agreed to this, and Bacs were run between the two ships, and at 5 o'clock P. M. they started abead.

After towing till 8 o'clock the next mornbest and most direct, effective and economical medium of reaching the largest number of country merchants, farmers,

mechanics, miners, loggers, producers ing, the hawsers parted, and, in a heavy northeast gale, with tremendous seas pre-vailing, the Salisbury drifted from sight. At 7 o'clock the following morning they and consumers generally in Oregon, Washington and Idaho. We reach them At 7 o'clock the following morning they came together again, and at 8 o'clock again managed to get the lines out. This proved a dangerous and difficult task, for the two ships were rolling badly in the heavy sea, and the crew of the Ballsbury were too exhausted to be of much assistance. The greatest risk at this time was in the ships colliding. The sea was running too high to permit them to launch boats, so life busys had to be brought into use. A busy was attached to a small line, and, the Jerome moving to windward, it was cast over and allowed to through the local weekly paper-often the only paper taken; the paper that is depended upon and believed in; the paper that is read and re-read until the next issue appears. Our connection with 90 such local country papers of the betfor class, having at least 250,000 readers weekly, enables us to make special rates upon advertising space. Copy set and proof submitted—only one order or cut necessary. This list pays others, it will pay YOU. N. P. Newspaper Union, Office, 245 Stark Street. ward, it was cast over and allowed to drift down to the Salisbury, where it was necurred and hauled aboard. Hawsers were then attached to this, and by this neans lines were again run between the two vessels, and a second start was made A strong northwest gale was encountered, which lasted till the evening of the lish, when it moderated and remained fair until UNION MEAT CO. Sunday evening, when it became stormy

Captain Haldorf, of the Salisbury, and Shield Brand of Hams, Bacon the crew, are completely worn out, and ed a very stormy voyage, more than 100 went through, and had they not been picked up when they were, they would have given up all hopes. The captain had emained at his post without sleep for ten days, and was thoroughly worn out when resented. The Salisbury's cargo is considerably damaged. The courts will FOURTH * GLISAN STREETS adjust the salvage.

Only Three Days of It.

NEW YORK, Feb. it.—The large four-masted ship Susquehanna arrived at juarantine last evening, after a fine passage of 102 days duration from Hong Kong, The quick trip would have been more remarkable had the fine weather, which had attended the swift vessel for days, continued throughout. Thirteen lays ago, Pebruary 4, the Susquehanna was off Cape Hatteras when the wind ame out from the northeast and quickly LAND PLASTER nereased to a gale, with intense cold. This sudden foretaste of the wintry blasts EVERGING & FARRELL, CORNER FROMT AND ALDER STREETS of the North Atlantic soon had a depress-ug effect upon the Japanese crew of the usquehanna, so recently from warm lat-LEA & PERRIN'S SAUCE tudes. They became inert and shivered with the cold. The gale increased to hur-ricane force. The seas became mountain-ous, rushing down upon the vessel, rising like walls and falling upon the decks with great weight and force, washing every-thing about the decks. The vessel was hove to, as the wind and seas assumed such terrific force. On February II one of the crew, a Japanese, became benumbed with the cold and fell from the mainyard into the sen and was lost. Even if it had een safe to kunch a heat, sny attempt o rescue was impossible, because the gale was so furious, the seas so enormous, and the smother created by the seething water as it passed along the ship's sides ins so donse as to make everything un-instinguishable a short distance astern, two others, also Japaness, were thrown thout the deck and dashed against the lee colwarks, and were severely injured, one atternally and the other sustaining a prained foot. After three days of the nest terrific storms and intense cold, the 129 SIXTH STREET, - - OREGONIAN BUILDING wind abated its fury, the ship was again put on her course, heading for port, where she arrived without further cas-

> THE OCEAN SPRAY. Bodies of Some of the Crew May Be

In Her Cabin. SAN PRANCISCO, Feb. II.—The tng Sea King came into port early this morn-ing with the derelict schooner Ocean Spray in tow. All day long the capsized oner was an object of much interest,

was just turning chb tide when the derelict was shoved on the bank. There her masts were under water with only the points of them showing above the waves. It is thought that the bodies of some of her crew of six men will be found in her cabin, as it is believed that the schooner suddenly capatifed in a squall which struck the vessel without warning. Some of the friends of the men have hopes that the crew have been rescued. They reason that, as there is no trace of the schooner's boat to be found, the men took to it and were picked up by some passing vessel. They do not believe that the Ocean Spray was capsized by a squall, but that her same spened during the giorn and the vessel began to leak. Water poured in so rapidly that there was no hope of saving her, and the open hoat was the only chance for the men to save themselves and they took to it. The schooner itself, though apparently little damaged, is of little value. She was built 30 years ago, but her timbers have been renewed so thorous by that she is about as solid as a new vessel for all practical purposes, but at the present low ebb of shipping a schooner of her size cannot be purposes, but at the present low ebb of shipping a schooner of her size cannot be worked to much advantage.

DISABLED CYLINDERS.

Record of the Bennington Contrasted

WASHINGTON, Feb. 17.—The sensation created by the delay in the arrival of La Gascogne, due, as it now appears, to the disabling of one of the eight cylinders of her engines, has attracted considerable attention among engineers of the United States navy, because similar accidents are of such frequent occurrence, and be-cause they are considered so insignificant. When the little cruiser Bennington made her Tamous run of 15,000 knots, from Genoa, Italy, to San Francisco, between February 7 and April 9 last year, she had a similar break-down at Acapulco, 1897 miles from her destination, and yet covered the distance in 10 days, three hours having been lost in simply disconnecting the damaged cylinder. Before she could be repaired at San Francisco, the revolution in Salvador occurred, and she was dispatched 2500 miles, to spend three months protecting American interests she was docked, but again there was no time to make the repairs, as she was hur-ried to Behring sea. She cruised over by the lookout of the steamer St. Jerome, which was on her way to Liverpool. The St. Jerome immediately bore down on the autumn, she was promptly repaired, the steamer, and the captain of the Solisanew cylinder having been made during slightest idea there was anything the matter with her. Naval engineers placently contrast this record with that of La Gascogne.

ELEVEN DAYS OVERDUE.

Wreckinge Seen Indicates the City of St. Augustine Has Foundered. NEW YORK, Feb. 17. - The steamer City of St. Augustine, which sailed from Jacksonville February 2 for this port, is now II days overdue, and there is very little chance of her ever being heard of again. The ship Constance, which arrived from Dunkirk today, reports that February II, when 20 miles southeast of Saudy Hook, she passed through large quantities of new pitch-pine lumber, railroad ties of new pitch-pine lumber, railroad ties and square timbers, covering the aurface of the sea for miles. The length of time the St. Augustine is overdue, and the fact that her cargo would be identical with that material reported affoat in such large quantities, goes far to strengthen the theory that the missing steamer has foundered. She was commanded by Captain E. Gaskell, and carried a crew of 14 men.

OTHER DISASTERS AT SEA. The Virginian at London.

LONDON, Feb. 17.-The British steamer Virginian, which sailed from Boston February 2 for London, stopped at Plymouth last evening for coal. Her captain reportsay it is the worst experience they ever head of cattle being killed during the heavy weather. After taking on coal, the Virginian will proceed for London.

Another Body Washed Ashore LONDON, Feb. 17 .- The body of Wilhelm Murst, a fireman on the Elbe, was washed ashore at Deal today. A life-belt was fastened to it. An Elbe mailbag was found near by. The seal, which was intact, bore the mark "Newspapers, Bremen for Chicago." Two oars and several life-belts from the Elbe came ashore about

A NEBRASKA SENSATION Society of Beatrice Stirred Up Over

Mr. Root's Marriage. BEATRICE, Neb., Feb. 27 .- One day last week, E. T. Root, long a resident here, well-to-do, and a widower, went to Omaha, presumably to wed a Mrs. Re-becca K. Russell, of Sloux City. On his return a few days later he announced that the match had been broken off. Saturday an attractive woman reached the city and registered at the hotel as Mrs. E. T. Root, of Sioux City. To a seporter, who questioned her right to use the name. she produced a marriage certificate properly witnessed, showing that she was married to Mr. Root in Omaha. She said she had called at Root's house in this city and was refused admittance, though was at a loss to understand the rea-Root admitted that the woman was his wife, but said he would not live with her. Mrs. Root is the widow of a banker and a sister of ex-Mayor Palmer, of Sloax City. Owing to the prominence of the couple, the affair has caused a great

A LOSER EITHER WAY. Better for Him to Have Turned the Fees Over to the State.

OMAHA, Feb. 17.-The litigation pro voked by ex-Oil Inspector Hilton refusing to turn over state fees collected on gasoline, claiming that they were illegally imposed, has created considerable of a stir in Nebraska. Buton is involved most seriously whatever the outcome of the civil sults which will be instituted against him. If the state wins the suit he will have to pay into the state treasury \$5625. if the state loses the suit, and the court should decide that the gasoline fees were illegally collected, Hilton will, by his own statements, have to pay the gasoline comas it lay resting on its beam ends on a panies \$10,149. The papers in the c mud bank off the end of the sea wall. It proceedings will be served this week. panies \$10,149. The papers in the civil

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



ABSOLUTELY PURE

Rush of the Closing Hours of Congress Will Begin Today.

ANXIOUS FOR THE APPROPRIATIONS

Four of These Bills Have Not Beer Acted Upon by the Senate and Two by the House.

WASHINGTON, Feb. 17 .- There is beinning to be a slight uneasiness on the emocratic side of the senate that some democratic appropriations may fail. There remains only 12 more working days of the session, and four of the most important of these bills are still entirely unconsidered by the senate. These are the Indian, the sundry civil, the legislative, and the general deficiency bills, each of them considered as more likely to afford ground for debate than any of the appro-priation hills which have already received attention. This anxiety is not yet, how-ever, very pronounced. It would be more marked but for the fact that it is generally believed that the republicans are sin-cere in their protestations that they do not desire to prolong debate sufficiently to cause the failure of any of the bills. and thereby render themselves open to the charge of making an excuse for an

The democratic managers expect to gain The democratic managers expect to gain considerable time by moving at an early day for 11 o'clock sessions, and forcing discussion on by prolonging the daily sessions into the night. They had expected not to hold 11 o'clock sessions until the sundry civil bill should be taken up, but when they reached that decision they had supposed that they would be able to dispose of both the Indian and the agricultural bulls had supposed. tural bills last week. Instead, they suc-ceeded only in passing the postoffice bill, and in leaving the agricultural bill still only partially considered, and the Indian bill untouched. If it becomes apparent that the Indian bill will require time pro-portionate to that put in on the postoffice, or the District of Columbia bill, the motion for earlier meetings, which is already nding, will be pressed early in the sek. The agricultural bill will be dis-sed of Monday, and after that is out of the way the sundry civil bill will be taken up. The sindry civil bill has not yet been reported from the committee, but it is hoped that it will be reported tomorrow certainly it will be before the Indian bill can be gotten out of the way, so there is no prospect for the senate finding itself without an appropriation measure to pro-

ceed with. coed with.

There is very little prospect for much consideration of any other subject, and the possibility for any general legislation, such as that proposed in the pooling, territorial admission, Pacific railroads, navritorial admission, Pacific railroads, navy personnel and bankruptcy bills, is grow-ing smaller every day. There will be a strong effort to get up and dispose of the pooling bill, but there will be determined opposition, and some of its best friends are growing discouraged over the pros-pects. The probabilities for the week also include a discussion of the territorial bills, but the prospects are against their passage. There are several financial bills and resolutions which may be called up, and the rules of the senate permit such latitude of debate that a financial speech may be injected at any time and regard-less of the measure in hand. There is still occasional reference to the agree-ment, which came so near being completed Thursday last, for a two days' de bate at the beginning of the week on the Jones bill, with a vote at the close, and the matter may be revived with or without unanimous consent. Jones still insists that either his bill shall be considered on show their indisposition to consider it by fillbustering against it. Vilas has also given notice of an effort to call up his gold-bond bill tomorrow, and the doing so is liable to precipitate a financial disussion at the beginning of the week's work. Altogether, the outlook is for a busy week in the senate

The rush of the closing days of the session begins tomorrow. In the house for the past week members have been crowding for the consideration of bills by unan lmous consent. This week the rush will be more apparent whenever the regular appropriation bills, conference reports and other privileged matters are up before the But two appropriation bills are house. But two appropriation bills are yet undisposed of by the house—the naval and general deficiency. The former has been considered for two days, and it will probably require two more (Tuesday and Wednezday), tomorrow under the rules being suspension day. The general deficiency bill, which will follow, will take up two days. Conference records will contwo days. Conference reports will con sume the remainder of the week until another opportunity is given to the Pa-cific railroad committee to secure a vote of the funding bill, which has again been reported favorably, with an amenda in the shape of a proposition for Union Pacific to settle the account the government by the payment of the principal of the debt due. Among the bills upon which action will be asked under suspension of the rules tomorrow, is one to be reported from the com on pensions to equalize the pay of Mexcan veterans.

It is understood that Postmaster-Gencral Bissell will voluntarily retire from office in a few months to resume the practice of law in Buffalo. Mr. Bissell is to retire because he is weary of spending \$20,000 a year more than his salary for the pleasure and honor of sitting at Pres-ident Cleveland's council board. The postmaster-general's salary is, of course, only \$5000 a year, and his house rent amounts to nearly half that sum. He and Mrs. Bissell have sought to do their duty to society, and to perform their fulshare of the task of making the social side of the administration a success. While they have been modest about it, and have attempted nothing in the way of ostentatious display or expensive enter taining, their expenses have amounted to something like \$2,000 a year. This is a heavy drain upon Mr. Bissell's private fortune. Mr. Bissell says the time has heavy drain approximately fortune. Mr. Bissell says the time has come for him to go back to his law office and seek to realize on his investment in a cabinet position. Mr. Bissell had a very good practice at Buffalo.

The proximately make the said for notoriety in his sermon tonight. He said that he had been all around, and Louisville is the worst place he ever saw. If he wanted his boys to go straight to hell, he said, he had been all put them in

dent to urge the appointment of Judge Ross, of Los Angeles, as United States circuit judge. Senator White received no direct assurance, but rather believes Ross will be appointed within a week or 10 days. Representative Maguire is supporting Judge Wallace, of San Francisco. So far as learned, the others of the Cali-fornia delegation have made no recom-

A SENSATION PROMISED.

Action to Recover for the Theft of American Timber. DULUTH, Feb. 17.—A suit which promises sensational developments has been begun in the district court, resulting from the indictment at Grand Rapids, Mich.

of a series involving a theft of 2,300,000 feet of timber, supposed to have been stolen from government reservation lands in the last two years. Lydick himself admits that he has trespassed on this land for a year and a half. District. Attorney Strickner has been working on the case for three months. The number of defendants, he says, is not less than 200, but they, almost without exception, are working in the interests of big lumber incorporations, which really are the principals and will receive the state's attendants. incorporations, which really are the prin-cipals and will receive the state's atten-tion when the defendants explain the sit-uation and give the names of the parties for whom they were working. The amount to be recovered is over \$500,000.

THE CASE OF SEWARD.

Hawali Asked to Delay His Execution for an Investigation.

PITTSBURG, Feb. 17. — According to Judge J. P. Slegel, of the Allegheny county bench, the United States government has taken a hand in the intended ex-ecution of W. T. Seward, the American implicated in the Hawalian revolution. Siegel and Seward are brothers-in-law The former returned from Washington today, where he went to interest Secretary Gresham in the case. After hearing Siegel, the secretary telegraphed a mes-sage to Vancouver to catch the steamer leaving that place for Honolulu. He then informed Judge Siegel that if Seward is not executed before the steamer arrives President Dole will order a stay of exe-cution until the case can be more fully investigated. Judge Siegel says:

investigated, Judge Siegel says:
"In addition to calling on Secretary Gresbam and Minister Thurston, I saw Senators Hawley, Allison, Platt, Perkins and Butler. Hawley was Major Seward's chief-of-staff, and is glad to aid him. An address to President Dole was prepared and signed by the United States senators. I am satisfied it will have considerable weight, as the Hawaiian government wants the good-will of the American peowants the good-will of the American peo-ple."

OTHER NATIONAL NEWS. Not Offered Gray's Place.

INDIANAPOLIS, Feb. 17. — Governor Matthews said tonight that the statement sent out that he had been offered the Mexican mission was not ture.

MILWAUKEE, Wis., Feb. 17.-Gov. Peck has put a quietus on the talk of his appointment as minister to Mexico by stating that he did not want to leave his own country and was in favor of General Bragg.

A Place for Wilson of West Virginia. AUSTIN, Tex., Feb. 17.—It is announced that the Hou. W. L. Wilson has been tendered by the regents the position of pres-ident of the University of Texas, which he has under consideration. A bill is pending in the legislature creating the office, and

NEW YORK'S REFORM. Republican Lenders Confer to Man Out a Plan of Legislation.

NEW YORK, Feb. 17.-A conference was held in ex-Senator Platt's room at the Fifth Avenue hotel today, attended by that gentleman, Senator Lexow, Chair-man Edward Lauterback, of the repub-lican county committee, and others of Mr. Platt's friends. The direct object of the nference was to man out a plan of campaign respecting the city legislation, par-ticularly those bills now pending which are desired by Mayor Strong and the Committee of Seventy. Mr. Platt assured those who spoke to him on the subject, at the close of the conference, that no deficite action had been taken. That there was a strong difference of opinion expressed at the conference, was generally understood. The disturbing element was said to be Edward Lauterback. The propositions he offered, it was under-stood, were retallatory measures in the shape of a power of removal bill for the state, which would enable Governor Morheld by democrats. This was said to be the method proposed to offset Mayor Strong's appointment of William Brook field as commissioner of public works in this city. Mr. Lanterback, however, declined to be quoted beyond the fact that nothing in the way of retaliatory legisla-

A Talk With Ex-Mayor Gilroy. PARIS, Feb. 17.—A press correspondent called upon ex-Mayor Gilroy, of New York, today, to secure his statement as to the report that an indictment had been found against him by the New York grand jury. Mr. Gilroy said he was more than indignant. He spoke bitterly of the 'levity of the newspapers, which gave publicity to an absord and incomprehensible rumor concerning his administration of the department of public works." The only investigation during his commis-sionership, he said, was conducted by the Facett committee in 1889. With 11 men working for six weeks, the committee had been unable to reveal anything, except what was favorable to his admini

day, at which a definite plan of cam-paign will be decided upon. It is believed the saloon-keepers will attempt to have the "blue laws" enforced.

LOUISVILLE, Feb. 17.-The police, inder instructions from the board of public safety, were busy today taking the names of all offenders against the Sun-day-closing law, but no arrests were day-closing law, but no arrests were made. The instructions to the police were to make no exceptions beyond those given in the law. Warrants will be issued for those found violating the law and the

Sunday-Closing in Louisville.

LOUISVILLE, Ky., Feb. 17 .- The Rev. Dr. Leftwich, late of Nashville, but now

are to be excepted.

would bring them here and put them in the arms of Louisville's society girls. Died of a Broken Heart.

SEA ISLE CITY, N. J., Feb. 17.—Miss Anna Church, of West Cape May, died a few days ago from a broken hourt, caused by the absence of her father. Captain John Church, Captain Church, who owned and had charge of the schoon-er Viking, left Philadelphia April 27 last and arrived at his destination. Fall River and arrived at his destination, Fall River, Mass., without a mishap. The day after his arrival there he disappeared, as though the earth had swallowed him. DULUTH, Feb. 17.—A suit which promises sensational developments has been begun in the district court, resulting from the indictment at Grand Rapids, Mich. of George Lydick. The suit is the first

BOTH FLEET AND FORTS

The Victory of the Japanese at Wei-Hai-Wei Made Complete,

OFFICIAL ADVICES IN WASHINGTON

Admiral Carpenter Says the Fleet and Forts Have Surrendered, and Officers Have Killed Themselves.

WASHINGTON, Feb. 17. — The secre-ary of the navy today received the fol-owing dispatch from Admiral Carpenter, nmanding the Asiatic squadron, dated

Che-Foo, February 16:
"The Chinese fleet and the Chinese Island forts at Wei-Hal-Wei, China, have surrendered. The Chinese admiral and the hinese generals committed suicide. Have ent the United States steamship Charles

YOKOHAMA, Feb. 17.—An official dis-patch from Wei-Hai-Wei, bearing date of February 13, has been received here. It states that, in response to the offer made by Admiral Ting, the Chinese naval com-mander to surrender his vessels on condition of amount being granted. Adoudition of amnesty being granted, Adcondition of amnesty being grances, Admiral Ito, commander of the Japanese forces, demanded the naval stores be turned over that (Wednesslay) morning. The Chinese messenger who conveyed this demand returned to Admiral Ito and informed him that Admiral Ting had committed suicide the night of February 12, and that his responsibility had been transand that his responsibility had been transand that his responsibility had been transferred to Captain McChure, formerly the captain of a British merchant vessel, who had been appointed by the Chinese government as assistant to Admiral Ting. Admiral Ito, at the time the dispatch was sent, was conferring with Captain Mc-

A dispatch, dated February 14, from Field Marshal Oyama, who is in coof the Japanese military forces at Wei-Hai-Wei, announces that Captain Mc-Clure surrendered the Chinese on land and sea. He also announces that Admiral Ping and two other officers committed suicide, after addressing a letter from the dagship accepting the Japanese demands. The Chinese soldiers garrisoning the forts on the island of Liu-Kung-Tao, the last of the defenses of Wei-Hai-Wei to hold out against the Japanese, and the sailora of the Chinese fleet were to be taken be-yond the Japanese lines and liberated, while the captured officers and other for-eigners would be convoyed away by ship efore they are given their liberty.

A dispatch from General Nozu, com-mander of the First Japanese army in Manchuria, dated February 16, says that 5,000 Chinese, with 12 guns, attacked Hai-heng from the Tao-Yang, New-Chwang and Jin-Koa roads, They were repulsed, eaving over 100 dead. The Japanese loss was five killed or wounded.

LONDON, Feb. 17 .- The Central News agency's correspondent in Tokto tele-graphs under yesterday's date: "General Nodzu reports that today the Chinese forces under Generals Tsu Chang and Yeh were concentrated at Hai Cheng from the Liau Yang, New-Chwang and lin-Kas roads. They attacked the city, out, after suffering heavy losses, were enuised. The Japanese losses matt."

From Port Arthur the agency has this lispatch: lispatch: "A detachment of Japaness avalry occupied Ning Hai Chu the morning of the lith, without encountering op-position. Natives may that the 2th the Chinese force at Hun Chat On was di-vided into two parts. The larger one fled toward Fu Shan Shen, and the smaller one to Yen Tai. All the inhabitants of Ning Hai Chu are submissive, and many ne the Japanese to the town.

LONDON, Feb. 18.-The Che-Foo correspondent of the Central News agency ways the Japanese occupied Liu Kung Tao Friday. The garrison and the foreigners within it were allowed to depart unmo-lested aboard the Severn. It is expected that the Japanese will not touch Che-Foo, but will re-embark to attack Than Hol Kwan.

Li Hung Chang's Appointment. LONDON, Feb. 17 .- A dispatch to the es from Tien-Tsin says that Li Hung Chang, who has been appointed a peac envoy to Japan, will go to Peking Peb runry 21 to confer with the emperor. He will return to Tien-Tsin in two weeks and will then proceed to Kobe.

LONDON, Feb. 17.—The Standard's correspondent in Eerlin says that the mika lo and Fremier Count Ito approve of China's ice of Li Hung Chang as peace envoy.

THE JAPANESE PLEET.

the SUNDAY CLOSING LAWS.

Detroit Saloon Men Talking of Enfercing Retaliatory Measures.

DETROIT, Feb. 17.—Owing chiefly to the efforts of the civic federation recently, by organized in this city, all the raions in the city have been closed last Sunday and today. At a large meeting of the Laquor Dealers' Association today it was decided to undertake some retaliatory action and a meeting is called for Tuesday, at which a definite plan of campaign will be decided upon. It is holder the wilder of the Strengthened by the Addition of Battleships.

WASHINTON, Feb. 17.—The Japanese seem to have solved for themselves the question as to the relative merits of the battleship and the cruiser, which is now agitating congress in connection with the proposition to provide for building three new battleships. While their cruisers owing to superior strategy, in their management and great wariness in attack, supplemented by the indispensable two cases, the battleships. the Japanese that, if ever they hope to meet a naval power in combat with a chance of success, they must themselves possess some of the great battleships. It s regarded as a foregone conclusion that they will nequire the Chinese battleships Chen Yuen and Ting Yuen (if the latter can be raised) by conquest. But the Japanese government is not content to rest there, for advices received by the navy department show that they have placed contracts for building two great ships that will exceed the best of our ships in offencourt will decide what classes of business sive and defensive power. The battleships will be 12,250 tons displacement, 570 feet long by 75 feet beam. An armor belt 18 inches thick will extend for 225 feet along the sides over the vitals of the ship. which will be propelled by engines of 14,000 horsepower, and carry each two 12-inch guns, 10 six-inch guns and a great number of smaller machine gurs. It will require fully 500 tons of nickel steel Harveyized armor for these ships, and these last re-quirements. This action of the Japanese government indicates how quickly its naval officers profit by and adopt the very latest discoveries in naval construfor it is only recently that the United States developed this process of treating armor, so as to add 50 per cent to its resisting power.

> Much Suffering in the Strip. HENNESSY, O. T., Feb. 17.—An appeal for aid has been issued by settlers in the Cherokee strip. Hundreds of families are absolutely starving, eating prairie dogs and horses. The suffering is unparalleled. Cattle have been dying in droves as a re-

within the past few weeks.

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