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BAYARD ON HAWAII
Our Probable Future Secretary of State Well Posted Up.

THE FISH TREATY YET HOLDS GOOD
Reasons Given Why the Islands Should Belong to Us by Preference.

CANADIAN PACIFIC WILL KICK
The United States Still Has a Treaty in Force Which Will Last for Two Years.

WASHINGTON, Feb. 3.—(Special.)—It is currently reported that the Canadian Pacific railway people will undoubtedly use their powerful influence to get the Canadian government to protest to the British government, through their high commissioner in London, Sir Charles Tupper, against the annexation of Hawaii by the United States. Sir Charles is well versed in the ways of diplomacy, and is thoroughly conversant with Canada's position in regard to Hawaii. There is practically no trade to speak of between British Columbia and Hawaii at present, but if the proposed line of steamers was put on and Hawaii was not annexed by the United States, there would without doubt be an interchange of commodities between the two countries. Besides, British Columbia is making rapid strides forward, and anything calculated to promote her advancement will be carefully nursed, just as anything having the opposite tendency will be vigorously opposed.

In an interview with Ex-Secretary Bayard yesterday he very willingly reviewed his past actions in reference to the Hawaiian islands and the policy of the state department while he was at its head. Then, in the course of several hours' conversation, Mr. Bayard went over the whole question, the commercial and political affiliations of the Hawaiian group with the United States, and the practical tendency and effect of the more important acts of the Cleveland administration in the prosecution of the policy inaugurated by Secretary Fish.

What was done becomes of great interest and importance at this juncture as an indication of what will be done in the near future. Mr. Bayard has always been impressed with the great importance to this country of the Hawaiian islands. That Mr. Cleveland shares his opinion is known by reference to the subject in his message to congress, particularly the message of 1885. With his finger on the map of the Pacific, Mr. Bayard pointed out the geographical relation of those islands to our Pacific coast.

Mr. Bayard did not commit himself to the advocacy of annexation as a definite programme for the immediate future, but the whole drift of his statement enforces the view that annexation would be the consummation of the political arrangement entered into under the Fish treaty of 1875 and followed by Cleveland's administration.

Southern Pacific Influences.
Heppner Gazette: The rumor comes up among the hills of Eastern Oregon that the Southern Pacific proposes to have a hand in the selection of railroad commissioners. The Gazette had the understanding that the commissioners are chosen to represent the people, not the railroads. If this is the case, the legislators should keep their eyes open, their hands in their pockets, and down any attempt to elevate to the railroad commissionership those who are the known choice of railroads. If they don't the "dull thud" epidemic, which prevailed in California last summer, will seize upon Oregon. The Gazette wants the railroads to have justice, which they are big enough and strong enough to get. On the other hand, it wants the people's representatives to be clean, decisive men of unimpeachable character, who will, when necessary, see that their constituents are getting justice, too. The members of the legislature choose the railroad commissioners, but the people elect the legislators, and are entitled to proper consideration.

Guilty as Charged.
Pittsburg, Feb. 2.—The jury in the case of Robert J. Beatty, charged with being an accomplice in the Homestead poisonings, brought in a verdict of guilty this morning on all six indictments, after being out only seven minutes.

THE RALEY BILL.
Another Effort Should Be Made to Put the Measure Through.

The people of Eastern Oregon want and need an "open river." It is due them. They pay their share of taxes to the state and get the least benefit of any part of the state in return. All the appropriations made by legislatures heretofore have gone to increase the value of private property west of the Cascades and for the people of that section. Barely anything has ever been returned to Eastern Oregon, and now when the people ask for an appropriation of less than half a million for "an open river to the sea," the combined strength of the senators from the west is thrown against it. We ask in solemn earnestness: Do these men know what they have done and are doing? They have robbed and are robbing a just people of their rights for the benefit of private interests, and still they have the calm audacity to pose as representatives of the people.

The Raley bill will undoubtedly come up again at this session, and it should become a law, but it will fail as before, unless the people of this section rise in their might and say to the legislature: "Pass the bill, we demand it, or suffer the consequence."

Senator Dolph says "the legislature of Oregon should provide for the building of a portage road. The state is able to build it, and Eastern Oregon should receive that much consideration. He was of the opinion that Paul Mohr's road, if built, would be of little benefit to Eastern Oregon. It would be but another monopoly of the commerce of the river, demanding all that could be got out of it. Whether it was so intended or not, Pennoyer's course, he said, was calculated to help Mohr to prevent legislative action for the relief of Eastern Oregon." Senator Dolph sees plainly now the futility of waiting for the government to open the river. The state should do it, and the people of this section should pass Raley's portage railway bill which was defeated in the senate, but which was restored to the calendar by a vote of reconsideration in its favor. There is still hope for its passage if the people will but act.

The republican party should not receive the vote from the people of Eastern Oregon in the future, as in the past if the plea for "an open river from the Snake to the sea" is denied.

Big Railway Alliance.
OMAHA, Feb. 3.—(Special.)—There are meager details of the alliance between the Pennsylvania, the Burlington and Quincy and the Union Pacific. The leading features of the scheme having been satisfactorily determined, however, the perfection of the details are merely a matter of time. The Pennsylvania has withdrawn from its passenger traffic relations with the New York and New England railroad, which have been in force for years. It has made a new arrangement with the New York, New Haven and Hartford. The belief among financiers and railroad officials who have heard of the deal is that it is a result of the visit to this country recently made by A. H. H. Boissevain as the emissary of large foreign interests in the Pennsylvania and the Union Pacific. There has been heavy buying of Union Pacific stock for several days, and the orders are said to have come largely from the other side of the Atlantic.

Improved Revolutionary Methods.
Seattle Telegraph: Our Mexican and South American neighbors should go to Honolulu to study the art of revolution, where it is done without bloodshed and with all the pleasant features of a Sunday school picnic. The good temper and pleasant manners of the Hawaiians never showed to more resplendent advantage than on this occasion. They overthrew the monarchy and established a provisional republic with less fuss than is made over a college football game in this country. It is a great improvement over the South American style of throat-cutting.

Review: During Queen Victoria's entire reign she has signed only one death warrant. That was on account of a murder committed in the Isle of Man prior to the passage of a law in that province relieving the reigning sovereign from the duty or signing such documents. In this connection it may not be unworthy of note that the gracious majesty has stubbornly and persistently withheld her signature from the simple little paper necessary for the release from a British bastille of a dying American woman, who is unjustly and brutally incarcerated under charge for a crime of which all the powers for the monarchy have been impotent to prove her guilty.

Raley is All Right.
Portland Dispatch: The defeat of Senator Raley's bill for the Celilo portage road is a matter of regret to the people interested. No doubt some of the senators voted against the measure under the impression that the general government will construct this road. It is to be hoped that such will be the case and before the next legislature meets steps will be taken to that end. The people of Eastern Oregon have a strong friend in the senate in the person of Senator Raley. No blame can be placed on him for the failure of this important measure.

The Wason Bill.
OLYMPIA, Feb. 2.—The 43d and 44th ballots the same. The senate passed the famous Washington bill regulating freight rates, vetoed by Acting Governor Laughton two years ago.

THE WINTRY WEATHER
Unsurpassed in Severity at Seattle and Other Points.

THE WILL TROUBLES OF YESLER
A Great Sensation Expected Over the Coming Contest in Court.

CAPTAIN HOOKER TRANSFERRED
After Fifteen Years in the Oregon Built Revenue Marine Cutter Corwin, He Takes the Rush.

SEATTLE, Feb. 3.—(Special.)—The status of the weather on Puget sound surpasses in severity and in the amount of snow which has fallen, all former records. For the past two days the thermometer has registered zero, and at times it has been as cold as three degrees below zero. Snow began to fall one week ago, and has continued almost without a stop, and at this date the snow is still falling, and that very rapidly. Yesterday the indications were that we would have rain, but last night it began snowing again and from six o'clock yesterday evening until six o'clock this morning about eight inches of snow fell. At this hour the snow measures about two feet on the level. Business is almost totally blocked, the stores are doing but little and the street-car lines are running at irregular intervals. The snow has not yet interfered with the mail, other than making it a few hours late. Trans-continental trains are running on about schedule time.

The great sensation of the hour is the arrest of the widow of Henry L. Yesler, Doctor J. Eugene Jordan and Doctor H. M. Van Buren for conspiracy in destroying the will of Henry L. Yesler. It is purported that the will contains a bequest to the city of Seattle amounting to nearly a million dollars, and that Mr. Yesler provided only in a scanty way for his wife, who is a young lady only about twenty years of age. Dr. Jordan and Dr. Van Buren have been bound over to appear before the superior court, Mrs. Yesler has not yet had her preliminary examination. It is charged by Dr. Jordan that Mr. J. D. Lowman, nephew of the deceased millionaire, attempted poisoning Mr. Yesler at different times, but failed in his purpose. What the termination of this investigation will be cannot be forecast, because the facts surrounding the entire case are enveloped in a mystery.

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

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ABSOLUTELY PURE