THE OMAHA DAILY BEE.

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SIX SENTENCED TO DEATH

One Englishman and One American Among the Condemned.

QUEEN LIL TO BE TRIED FOR TREASON

Twenty Natives Were on Trial at the Time the Steamer Narrimoo Left Honolulu—Two of the Condemned Will Have Their Sentences Commuted.

VICTORIA, B. C., Feb. 10.—Hawaiian advices by steamer Warrimoo to February 2.—There is a lull in affairs here and quiet will probably reign until the military court, now sitting, will have finished its work. There are a large number of conspiracy cases yet to be tried, and the probabilities are that the court will sit for two or three weeks at least. Great interest is attached to the forthcoming trial of the ex-queen. The government claims to have more than sufficient evidence to convict her of treason. What her punishment will be in case of conviction is hard to conjecture. Her case will probably come up on next Monday. She is charged with treason. The charge reads:

First, Treason by engaging in open rebellion against the republic of Hawaii, by attempting by force of arms to overthrow and destroy the same, and by levying war against the same, and by adhering to the enemies of the republic of Hawaii, giving them aid and comfort within the Hawaiian islands and elsewhere.

Second, Treason by aiding, abetting, procuring, counselling, inciting, countenancing and encouraging others to commit treason and engage in open rebellion against the republic of Hawaii, and to attempt by force of arms to overthrow the same, and to adhere to the enemies of the republic of Hawaii in giving them aid and comfort, in the Hawaiian islands and elsewhere.

There are six specifications in the charge.

The military commission has brought in findings in twenty-four cases. Their names are: R. W. Wilcox, S. Nowlein, H. E. Bertelman, Carl Wiedeman, W. H. C. Greig, Louis Marshall, W. C. Lane, J. C. June, C. T. Gulick, W. H. Rickard, William T. Soward, T. B. Walker, Solomon Kaui Pelahua, Lot Lane, Thomas Poole, J. Kalauoa, Robert Pelau, J. W. Kipikane, Kelioua, E. Kioiani, Joseph Clark, D. Januha, W. Widdifield, Joea Kiakihi.

SIX SENTENCED TO HANG.

Of the foregoing D. Januha and J. Kalaukoa were acquitted. The others were all found guilty and sentences were fixed by the committee, subject to review by President Dole. The sentences vary much, all the way from sentence of death, to imprisonment for five years with fines. The lowest sentence for treason by the Hawaiian statutes is imprisonment for five years and a fine of not less than $5,000. The six leaders were all sentenced to be hung. They are: Charles T. Gulick, William H. Rickard, William T. Seward, Robert W. Wilcox, Sam Nowlein and Henry Bertelman. Sentence in the last two cases will be commuted, as both men have furnished valuable evidence for the government. Gulick was born in this country. Rickard is an Englishman. Wilcox is a Hawaiian. The only one of the four who is entitled to the protection of the United States is William T. Seward. As yet no date has been set for the executions.

The only important case tried before the military court since the departure of the Australia is that of V. V. Ashford. He is charged with treason. A batch of twenty native rebels, charged with treason, is now occupying the attention of the court. United States Minister Willis has changed his attitude somewhat since the last advices. He is not so belligerent in his demands. His latest communication to the government is a request that if the death penalty is imposed in cases of any Americans that the executions be postponed until he can communicate with his government. The British commissioner has made a similar request.

ONLY TWO ARE AMERICANS.

Thus far but two men who claim American protection have been tried. They are Louis Marshall, charged with open rebellion, and Thomas Walker, who pleaded guilty to the charge of treason. The government has decided to banish three persons from the islands for complicity in the rebellion. They are J. E. Cranston and A. Muller, for conspiring to use dynamite, and J. B. Johnstone, special police officer, who turned traitor.

The men will be sent on the Warrimoo, leaving for Victoria today. Cranstrn and Muller were to blow up the Central Union church on the night when the rebellion broke out. Of the exiles, Johnstone is a British subject, Cranston an American and Muller a German. They say they do not know what they were arrested for; were given o trial; were kept confined without any chance of communication, and did not know they were to leave until the Warrimoo whistled to leave. Johnstone will remain at Vancouver, but the others say they will not leave the steamship, but will return on her to Honolulu when she goes back. They claim that they have been victims of gross outrage.

The schooner Norma arrived at Honolulu on January 30 with a cargo of salmon, fifty-six days from Claxton. No traces of arms or opium were found, and thus another sensation was spoiled.

The steamer Daisy Kimball, recently purchased by a Hawaiian firm, was wrecked on the coast of Hawaii on January 25. She proved to be a total loss. Insured for $35,000.

F. M. Hatch, the minister of foreign affairs, may resign shortly and leave for San Francisco. His successor will probably be W. N. Armstrong, formerly of the New York bar.

To obtain a decision of his exact status, F. C. Jones, a prominent property holder under the republic, wrote Minister Willis to learn just what position he occupied in the United States, whether he was still subject to the income tax and at the same time cannot look to the American government for protection.

WASHINGTON, Feb. 10.—L. A. Thurston, the Hawaiian minister, being asked whether he had had any information concerning the alleged sentence of some of the leaders in the late Hawaiian 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 of the Hawaiian authorities and their characteristics and methods I can state positively all trials will be open and 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 defense; that here will be no convictions which are not based upon the clearest evidence.

"If there is any particular policy in which the Hawaiian government has erred in the past two years it has been in having 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 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 to the overthrow of the monarchy was death and confiscation of all property. On the 20th of January, 1893, three days after its creation, the provisional government passed an act providing an alternative penalty for treason of fine and imprisonment, and otherwise mitigating the harshness of the former law.

"Was there ever before known a government, scarce seated in power, in the midst of enemies, involved in all the multitudinous plans attendant upon the reconstruction of the entire 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 1893 was caused by the attempt of the queen to abrogate the constitution and the disfranchisement of nearly every person connected with the new government, she has been allowed to occupy her comfortable residence 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 an arsenal, in which were discovered forty rifles, two dynamite bombs, pistols, swords and ammunition in quantity.

TREATED THE QUEEN WELL.

"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 $20,000 and until she began to openly work for the overthrow of the government, the salary which she had 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 former 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 while she was in the act of negotiating with Mr. Willis for her restoration and the overthrow of the provisional government. Upon both occasions a squad of police was detailed to guard her from harm for as long a period as she desired them. Her only response to all this treatment has been the beheading proposition, made to Minister Willis and a continuous plotting to overthrow the government, culminating in last month's insurrection.

"The royalists have been allowed and have repeatedly availed themselves of the privilege to associate unmolested in the public square in front of the executive mansion at Honolulu and unrestrictedly to pass such resolutions as they chose, condemning the government, protesting against annexation, against the constitution and the republic and declaring in favor of the restoration of the monarchy. One of the serious features of the situation in Hawaii is that a number of leading insurrectionists are what may be called professional revolutionists. The rank and file are ignorant dupes. Wilcox, the military leader in the last insurrection, is mentioned as one of the leaders.

"Wilcox's doings on the islands in the past decade, in which he is put down as a turncoat, ready at any minute to support the side which best suited his purpose, is cited as one of such a class. "This," continues the correspondence, "is a fair sample of the material of which the leaders and organizers of the late insurrection are composed. Most of them are foreigners. Their class and character is that kind which furnished the commune in Paris and the anarchist riot in Chicago.

"What is the government of Hawaii to do? Is that government to condone every offense that can be committed against a government and upon capturing insurrectionists in the act of shooting down its citizens allow them to again go free, to repeat the operation at the first convenient opportunity? Amid hostile environments, amid opposition, treachery and revolution at home and depressing effects of continuously hostile influences from abroad, President Dole and his associates, to the best of their limited powers and with all the wisdom with which God has endowed them are maintaining the outer breastworks of civilization in the Pacific, with a reserve consisting of a handful of professional and business men, mechanics and clerks.

PRESIDENT DOLE'S TASK.

"The problem that has been forced upon President Dole, and which he and his advisers are forced, unaided and in the presence of hostile influence, to solve, is one which would prove a task to greater men. The problem is not how to achieve revenge. It is how to prevent Hawaii from gravitating into the catalogue of chronic revolution.

"How the government of the republic will solve the problem I do not know. The gospel of forgiveness and forbearance has been practiced with apparently unsuccessful result. Whatever measures are taken the white men who organized the late insurrection and furnished the arms therefor, but had the adroitness to kep out of sight when there was fighting to be done, will be held to an equal degree of responsibility with their native companions, who had at least the manliness to attempt to carry out their ill-conceived plan. This further, I know that Abraham Lincoln did not possess a more patient, loving, kindly disposition than does Sanford B. Dole; that here does not exist in the United States today a more generous spirited, peace loving, forgiving and unrevengeful community than that residing in Honolulu and furnishing the leaders of the present government.

"God forgive those who would impute a sanguinary lust for blood to as brave, generous, disinterested, liberty loving and true a band of patriots as ever honored Christian civilization or add to their already heavy burdens or increase the difficulties of their already difficult task."

Took Possession of Pearl Harbor.

SAN FRANCISCO, Feb. 10.—The Examiner prints a story from its correspondent at Honolulu to the effect that Admiral Beardslee has taken possession of Pearl Harbor and declared a protectorate over the Hawaiian islands. The news came to Victoria by the steamer Warrimoo.

WASHINGTON, Feb. 10.—The report that Admiral Beardslee has seized Pearl Harbor and declared a protectorate over the islands is not believed here. Neither the State nor Navy department have any information of such action. It is stated by both that Admiral Beardslee's instructions have already been made public and there is nothing in them to justify such action on his part.

William Sends the Czar a Wedding Gift.

LONDON, Feb. 10.—A dispatch to the Times from Berlin says Emperor William has sent a court martial to St. Petersburg as the bearer of his wedding gift to the czar. This consists of a costly table service identical with that Frederick the Great ordered for the new palace.

Canadian College Destroyed by Fire.

PORT HOPE, Ont., Feb. 10.—The Trinity college school building burned last midnight. One hundred and fifty boy pupils and twenty-five masters and attendants escaped in their night clothes. The loss is upward of $60,000; insurance, $45,000.

FIFTEEN FIRMS BURNED OUT.

Finest Block in Ottawa, Kan., Among the Buildings Destroyed.

OTTAWA, Kan., Feb 10.—Fifteen firms were burned out here today by a fire that started this morning and raged for four hours. The aggregate loss is $70,000, with insurance of about half that amount. The fire started in the Hamblin block, a three-story structure, completely destroying it and spreading to the Rohrbaugh building adjoining, consuming it. The Hamblin block was the largest building in the city and contained a hotel operated by Mrs. Silas Priesal. She loses $10,000. The block was owned jointly by the People's National bank and David Miller, who sustains a loss of $20,000, on which there is $12,000 insurance. The Rohrbaugh building, owned by S. B. Rohrbaugh, was valued at $8,000 and was covered by $6,000 insurance. The other losses are distributed among small firms.

Two Children Burned to Death.

BRAZIL, Ind., Feb. 10.—A 6-year-old son and 3-months-old daughter of William Cassidy, residing eight miles north of this city, were burned to death last night. Mrs. Cassidy left the children alone in the house for a few minutes, and it is thought their clothing cought fire while they were playing near a grate.

Printing Company Burned Out.

NASHVILLE, Feb. 10.—The three-story building owned and occupied by the Marshal & Bruce company, manufacturers of record books, printers and book binders, was destroyed by fire this afternoon. Loss on stock, $50,000; on building, $10,000; all fully insured.

Gang of Car Thieves Arrested.

ST. JOSEPH, Feb. 10.—The police today arrested an organized gang which has been robbing freight trains as they entered this city. The prisoners are Ed Hannon, Ed Karch, Arthur Snyder, John Dodge and William Berkeley. In their possession was found a large amount of stolen goods which had been taken from the Burlington, the Missouri Pacific and Santa Fe Railroad companies. The method employed by the gang was for one of their number to break into a car of merchandise at Atchison or Kansas City, and as the train pulled into St. Joseph to throw the goods out at a certain point, where they would be picked up by confederates. The gang are bound by an oath to kill any member who confesses.

NOT AN UNMIXED BLESSING

Some Serious Objections to an International Arbitration Treaty.

WOULD NULLIFY THE MONROE DOCTRINE

Claims of This Country for Her Naturalized Citizens Might Also Be Seriously Jeopardized by an European Majority on the Commission.

WASHINGTON, Feb. 10.—The recent visit to Washington of Mr. Cremer, the British member of Parliament who was charged with the presentation to our government of a memorial signed by about 350 of 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 lagged 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 consideration by the committee.

Meanwhile negotiations have been opened, as yet only preliminary in nature, between our government and the British ambassador that will, it is said, if they result in the consummation of a treaty, be fraught with the gravest consequences so far as the United States is concerned. In its present shape the proposition is extremely broad, though it may be narrowed as the negotiations progress, for it contemplates nothing less than a great general treaty, to which the United States and all of the great European powers shall be parties, by the terms of which any matter in dispute between any of the signatory powers which cannot be adjusted by the ordinary methods of diplomacy shall be submitted to arbitration.

SOME DISADVANTAGES.

There is nothing substantially new in this proposition, which has been discussed for many years in various shapes, but the fact that negotiations have actually begun and it is at last really within the reach of possibility has had the effect to draw the attention of certain senators who must pass upon any such treaty to grave consequences that might be expected to follow its ratification. For instance, it has been urged that the Monroe doctrine, upon which our predominance in this hemisphere depends, would be speedily dismissed as of no 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, to which they have never subscribed and have tolerated only because of the ability of the United States to maintain it against any single power.

Another objection that has been advanced is that the arbitration treaty would absolutely deny the right of revolution, and this might be a very serious matter to the United States. In the event that Canada should cast off allegiance to Great Britain it would probably 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 major part of our negotiations with European powers has been made upon the settlement of difficulties growing out of our insistence upon 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 enforced military service to deny 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 and there would be no safety for our naturalized citizens anywhere outside of the United States. These are a few of the difficulties that at present beset the pathway of negotiations leading to a general arbitration treaty, and it is doubtful if they can be overcome.

CHANGING TEXAS FEVER LINE.

Extended to the Pacific Coast and Omitted Part of Oklahoma.

WASHINGTON, Feb. 10.—In accordance with the act of congress of May 29, 1894, the secretary of agriculture has issued to "managers and superintendents of railroads and transportation companies of the United States, stockmen and others" the usual regulations concerning cattle transportation, to be in force from the 15th day of February to the 1st day of December next. The principal difference between the regulations and those of last year lies in the fact that the Texas fever line, as it has been called, has been 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 running from the extreme western point of the county of "Contra Costa," eastward along the northern boundaries of Contra Costa and San Joaquin to the western boundaries of Amador, then north along the western boundaries of Amador to the southwestern corner of Eldorado, then southwest to the boundary line of California, thence southeasterly along the eastern boundary of California to the western border of Arizona, thence south along the western boundary of Arizona to the southwestern border of the territory and east along the southern boundary of Arizona and New Mexico to the Rio Grande, southeast along the Rio Grande to the southeast corner of the county of Foley, Texas, and northeasterly along the 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 the territory which was formerly included within that line being now left out. 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 it will be printed and ready for distribution as soon as possible.

The regulations imposed upon the transportation companies, stockmen and others with regard to the removal of cattle from south of this line do not differ from those in force last year.

TAKING UP APPROPRIATIONS.

Little Else Likely to Be Considered in the Senate This Week.

WASHINGTON, Feb. 10.—The greater part of the week in the senate will necessarily be devoted to the appropriation bills. 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 on this bill will probably open up the entire question of the management of affairs in Indian territory, and 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 the Indian bill is disposed of, if time be left.

There will probably be spasmodic efforts during the week to get up other than appropriation bills. Senator Butler has given notice of an intention to move to take up the pooling bill after the postoffice bill shall be disposed of. Senator Allen is also anxious to call up his resolution for the investigation of the Alabama elections. Should the bankruptcy bill be displaced by the pooling bill, the chances for its further consideration are very slight. Senator George, its especial champion, says that he has a faint hope for it, but admits that the fight against it is so bitter and persistent as to render the prospect doubtful.

The possibilities include more or less reference to the financial and Hawaiian questions.

NOTHING BUT ROUTINE BUSINESS.

No Probability of Any Other Financial Measures in the House.

WASHINGTON, Feb. 10.—Tomorrow the house enters upon the last three weeks of the session. Although the president's special message relating to the bond issue, sent to congress on Friday, is being considered by the ways and means committee, there is no present expectation that any effort will be made to pass a bill authorizing gold bonds during the coming week. The majority of the republicans are against it, and without their aid the democratic leaders believe it is a useless waste of time to consider such a measure in the house. The week will be devoted to routine business. Tomorrow the consideration of the legislative appropriation bill will be resumed, and if not completed it will go over, Wednesday or Thursday, by agreement, having been set apart for bills reported from the committee on District of Columbia. After the legislative appropriation bill has been disposed of the naval appropriation bill will be taken up, and it is expected it will consume the remainder of the week if a determined effort is made by the naval committee to provide for the construction of the new cruisers they have recommended. The general deficiency bill, the last of the regular bills, is in process of preparation, and if the naval bill is disposed of before the end of the week it will be taken up.

LONDON MONEY EASY.

American Loan Will Do Little Toward Relieving the Glut of Gold.

LONDON, Feb. 10.—Advanced money rates were more difficult to maintain last week, the belief being that the new American loan would do little to relieve the plethora of gold here. Investors again turned to gilt-edged securities, which showed a fresh upward move. At the election of directors of the Manchester Chamber of Commerce there were seven bimetallist candidates. Only four of them were elected, against five monometallists. This defeat of the bimetallist party in Lancashire, the chief center of the bimetallic agitation, is significant of the state of feeling in England on the question of a silver standard. The stock market was dull under the influence of the severe weather. Home railway securities were weak. Foreign securities, including South Americans, were firm. Mining securities displayed a further downward tendency. The week's movements showed a fractional decline almost all around.

Twenty-One Armenians Convicted.

LONDON, Feb. 11.—A dispatch to the Daily News from Constantinople says the reserves have been called out to suppress an outbreak at Monastair in Macedonia. Orders have been sent throughout the empire that neither foreigners nor natives be permitted to leave without special permission from Constantinople. A Constantinople dispatch to the Standard says the Porte has officially informed the foreign office that twenty-one of the twenty-three Armenians tried at Erzinghian for the murder of Musselmen have been condemned to death.

Propose Diaz for Re-Election.

CITY OF MEXICO, Feb. 10.—The press is agitating the question of the re-election of President Diaz.

Guatemalan Envoy de Leon says his country desires peace; that he finds Minister Mariscal has the same desire, and that he is grateful for the uniform courtesy shown by Mariscal. The newspapers here which have been claiming to be so well informed in Guatemalan affairs, and which implied that they had official information, are now backing down. The negotiations are most secret.

Bolivian Rebels Surrender.

COLON, Columbia, Feb. 10.—General Salmontio has surrendered to General Hayes, the commander of the government troops in the state of Tolima. Fifteen hundred men surrendered at the same time. Communication with Bogata, the capital, is now open. General Ruiz was taken prisoner at Mompox. The rebels have been defeated at Corazal and are being pursued. Five hundred Remington rifles and other munitions of war, together with sixty horses, have been seized.

Chinese Destroyed the Forts.

LONDON, Feb. 10.—The Times has a dispatch from Wei-Hai-Wei, dated February 4, via Port Arthur, saying the Chinese demolished the west shore forts before retiring from Wei-Hai-Wei. Some of the Chinese warships tried to land their crews in order that the men might escape the Japanese, but the latter drove the Chinese back on board their vessels. The Japanese troops are in good health and under strict discipline.

Will Not Help the Victim.

CORK, Feb. 10.—At the inquest on the body of John Twiss, who was hanged here yesterday for an agrarian murder, the chaplain of the prison gave evidence that the condemned man had declared he was the victim of police revenge. The jury gave a verdict stating they believed him to have been innocent, and the coroner coincided in this view. The cause has created a great sensation.

Kaiser Talks of the Need of Money.

LONDON, Feb. 10.—A Berlin dispatch to the Times says that in his lecture at the Royal Military academy, to which the principal army and navy officers had been invited, Emperor William enlarged upon the necessity to strengthening the German navy. The subject of the lecture was the lessons taken from the Chinese-Japanese war, as showing the necessity of co-operation of the army and navy.

Mob Beat English Seamen.

LONDON, Feb. 10.—A dispatch to the Times from Cairo, Egypt, says that in the streets of Alexandria a mob attacked and severely beat three men belonging to the cruiser Scout, of the British Mediterranean squadron. The procurer general and his judicial adviser have gone from Cairo to investigate the matter and nineteen arrests have been made.

Making His Maps of the Border.

GUATEMALA, Feb. 10.—Government engineers have been working day and night for some time preparing new maps of the frontier. No correct map of that section exists, all the existing maps being but copies of old ones. To this may be ascribed one of the causes of the present misunderstanding between Guatemala and Mexico.

Bonilla Increasing the Army.

TEGUCIGALPA, Feb. 10.—The government is increasing the army constantly, and this has given rise to rumors that Bonilla intended to aid Guatemala in the event of trouble with Mexico. Although it is well known that Honduras favors the formation of a Central American union, it is equally certain no alliance exists at present.

Increase in Spanish Grain Duties.

MADRID, Feb. 10.—The law imposing protective duties on cereals went into effect today. It increases the duty on corn 2½ pesatas per 100 kilos, on flour to 4 pesatas, on chaff to 2 pesatas.

Chinese Envoys Given Full Powers.

LONDON, Feb. 10.—A dispatch to the Times from Peking says that full powers have been telegraphed to the Chinese envoys with a view of a renewal of the negotiations with Japan.

Chilians Invade Bolivia.

BUENOS AYRES, Feb. 10.—Much excitement has been caused by a report that a division of the Chilian troops have occupied Calama, near the Bolivian frontier.

Japs Push Their Conquest at Wei-Hai-Wei.

YOKOHAMA, Feb. 10.—The Japanese have captured the island of Liu-Kung-Tao, the strong Chinese position at the entrance of the harbor of Wei-Hai-Wei.

Captured Ten Chinese Torpedo Boats.

CHEEFOO, Feb. 10.—Ten Chinese torpedo boats have just been captured by the Japanese. Two boats were also sunk and one escaped to the southward.

Objects to Opening the Place to Commerce.

TUNIS, Feb. 10.—The Official Gazette decries the opening of commerce of Bizerta, which place is being strongly fortified by the French.

Chinese Army Large Enough.

PARIS, Feb. 10.—A dispatch from Shanghai says that the Chinese have a total of 178,700 troops in Manchuria, opposed to 50,000 Japanese.

NO NEWS OF LA GASCOGNE

Three Ships Came Into Port Yesterday Covered with Ice.

SAW NOTHING OF THE FRENCH LINER

Fact that Other Vessels Far Less Staunch Have Weathered the Gales Leaves Hope that She is Simply Delayed by Disabled Machinery.

NEW YORK, Feb. 10.—The French line steamer La Gascogne, so far as all sources of information go, has failed to reach a harbor. The three steamers which arrived at 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 that have swept 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 Gascogne is now eight days overdue. She has faced many a furious gale in the years that she has crossed the Atlantic, but never was she so tardy in reaching port.

On October 26, 1891, she came into New York, 920 souls on board, salt encrusted to the top of her funnels. 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 Gascogne reached New York practically uninjured. It is such experiences that has given the agents in this city confidence 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 line do not worry much. None of them believe La Gascogne to be lost. It is the friends and relatives of the passengers that are fearful of the worst.

The men who report vessels far down the bay have kept their eyes sharp toward the sea in the hope of being the first to signal the missing steamer. At 7:30 tonight 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 anchored and it is believed that she is La Normandie, a sister ship of La Gascogne. La Normandie sailed from Havre February 2, and coming over the same course as the Gascogne, it was confidently expected she would have tidings of the other. No signs to that effect, however, are displayed, and now the officials of the liner fix their hope on La Touraine, which sailed for Havre on Wednesday last, with instructions to keep the sharpest lookout for La Gascogne, and, if necessary, to spend extra time in making a detour from the regular course. Just what news the Dania or La Normandie may bring is doubtful, but they have given no indication up to the present time of having spoken the missing ship.

Captain Griffith of the American Transport liner Manitoba said today he thought La Gascogne would be first spoken by a vessel bound from the Mediterranean or eastward for Gibraltar. "My opinion is," said he, "she broke down west of the Azores and was carried by the prevailing current into southern latitude." At the navy club, the officers believe the vessel will eventually come in.

SANDY HOOK, Feb. 10.—At 9:35 p. m. a steamer was sighted east of the lightship bound in. She did not signal and at 10:15 anchored.

1:25 a. m.—A steamer is east of the lightship bound in.

1:35 a. m.—The steamer before reported east of the lightship bound in has anchored. She looks like one of the French line steamers. She has not signaled.

NEW YORK, Feb. 10.—The vessel supposed to be a French liner anchored off Sandy Hook may be La Normandie of the same line, which sailed from Havre February 2, and was due yesterday.

SANDY HOOK, Feb. 11.—1:24 a. m.—La Normandie is anchored outside the bar. She was boarded by a representative of the Associated press and reports no news of La Gascogne.

HALIFAX, N. S., Feb. 10.—The correspondent of the Associated press has been investigating a rumor in circulation here today to the effect that the French liner La Gascogne has been seen in the vicinity of Sable island. It is not believed any credence should be put in the rumor. Sable island can only be reached at great risks at this time of the year, if at all. Such news might come by carrier pigeons, but none have arrived here, and it is asserted none would be let fly in such weather as prevailed last week. The only other way to send out such news would be by signalling a passing vessel, and that can only be done in fine weather.

UMBRIA MADE PORT YESTERDAY.

Covered with Ice but None the Worse for Her Experience.

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 Gascogne. Shortly after noon yesterday the monster ocean greyhound steamer passed Quarantine, her shrouds and part of her hull completely covered with ice and glistening with myriads of diamonds. Icicles hung from her shrouds both fore and aft. From the topmost edge of the bridge to the deck was one mass of glittering ice, and the lifeboats, davits and taffrails were covered with it.

It was during the only spell of good weather on the vessel's voyage that she was able to rescue fourteen persons who were adrift in a water-logged, helpless bark. Speaking of the rescue, Captain Dutton said today: "We had a fairly good voyage after leaving Queenstown until we struck the blizzard outside the 'hook' yesterday. Of course the weather was bad and we had heavy seas, but I have had far worse voyages.

"It was at 12:14 a. m. on February 6 that we picked up the captain and crew of the French bark Jean Baptiste. It was about 11 o'clock that night when report was made to me that a White Star liner, supposed to be the Cevic, had been sighted. The captain of the Cevic is an old friend of mine, and I had signals sent 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 out starboard, about fifty miles away. It was not particularly cold, but there was a snow storm and a heavy westerly wind.

"The distressed crew was displaying red lights to show the vessel was out of control, and as we made towad her three men went up into the mizzen 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 of their effects. Captain Lebot and his son were the last to leave the Jean Baptiste. They came away in our boat. The rest of the crew came to us in their own boats and said they had brought all their personal effects with them. The Jean Baptiste belonged at Havre and was from Halifax to Cork with seals. She was not insured."

Captain Dutton, continuing, said: "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 laid to half an hour 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 harbor and experienced the worst weather of the whole trip."

Trains Still Delayed at Philadelphia.

PHILADELPHIA, Feb. 10.—The railways entering the city are still suffering from the blockade, all trains being late. The Boston steamer Parthian and the British steamer Guild Hall, from Carthagena, and City of Newcastle, from Calamata, are all aground off Newcastle, and assistance has been sent. Every incoming captain and pilot was piled with questions as to La Gascogne, but all declared they had neither seen any trace of her nor heard any news.

A rumor to the effect that a writing case had been picked up off Cape May containing letters and papers belonging to a passenger on board La Gascogne caused excitement in shipping circles, but it was subsequently denied.

CARL HOFFMAN ON THE UMBRIA.

Some Additional Details of the Elbe Disaster Obtained.

NEW YORK, Feb. 10.—On board the Umbria were three survivors of the steamship Elbe, Eugene Schlegel of Furst, Germany, on his way to this country with his sister Emma, who was lost with the ship; Jan Vevera of Cleveland, O., and Carl Hoffman of Grand Island, Neb., whose wife and child were among the lost. To an Associated press reporter Mr. Hoffman told the following story of the wreck. His statement was made in a very disconnected fashion and was liberally interspersed with threats of prosecuting the North German Lloyd company and frequent outbursts of tears: "My wife and boy and myself had a stateroom on the starboard side, after section, between the numbers 69 and 100," he said. "I woke early on the morning of the collision and had gone out on deck and returned to our stateroom, where I told my wife how the weather was and put another blanket over my boy, who was in the upper berth, for it was very cold. Suddenly I heard a crash, and the ship trembled violently. I rushed outside to see what the trouble was, and as I did I met Mr. Schlegel's sister, Emma, who was running forward toward the gangway. None of the ship's crew could give me any information as to what had happened, but as I heard great confusion overhead and sounds of many people running to and fro, I ran back to our cabin and told my wife to dress herself and the boy as quickly as possible. I took the child in my arms and we went forward to the companionway in the saloon, where I found a crowd of passengers endeavoring to get upon deck. With my boy on one arm and supporting my wife with the other I started for the companionway. Just then some one on deck gave the order for everyone to go below, and in the rush that ensued to obey the order I was carried down the steps again.

"I went up on deck again regardless of the order and stood at the head of the gangway opposite the third boat on the port side—the one I eventually got into. The order to lower the boats was given. The last one on the port side was the first to be lowered, and into this a number of passengers jumped, but were promptly ordered out again. No one got into the second boat, which was next on the port side to this; and the one directly opposite where we were standing was lowered, and into this I threw my valise, taking my boy in my arms. I turned and kissed my wife, who said: 'God may help us yet,' and then I jumped into the boat, which had not as yet been lowered. Just then the order was given for all women and children to go to the starboard side, and my wife obeyed the order. Neussel, the officer of the boat, caught my boy out of my arms in obedience to the order that was issued and that was the last I saw of either of them."

Mr. Hoffman complains that he was compelled to assist in the management of the ship's boat and declares there was plenty of time to have lowered all the boats of the Elbe if proper discipline had been maintained. His nerves have been badly shattered by his trying experience, and it is his intention to remain in Hoboken for several days before he returns to his home in Nebraska. Later in the afternoon he made a statement, presumably to his lawyers, but he refused to tell the nature of it. Mr. Hoffman refused any assistance from the agent of the North German-Lloyd whatever.

Fuel Carried to the Ferry Steamer.

MANISTEE, Mich., Feb. 10.—Fuel was finally put aboard the Ann Arbor ferry steamer No. 1 today by the aid of teams and hand sleds. The boat will attempt to break from her icy prison tonight and try to enter Frankfort harbor. If she succeeds she will coal up and return to release No. 2 from her position, which will become perilous if the wind changes. A messenger from No. 2 stated that she was resting easily in the ice, and that there is still enough fuel aboard to keep the boiler warm.

Sloop Turned Bottom Up.

GALVESTON, Tex., Feb. 10.—The tug Seminole has just arrived at Sabine Pass and reports having seen the sloop Scandinavian, bottom up, twenty-six miles east of here. The sloop was undoubtedly wrecked during the gale. There were on board Captain Bowick and crew of two men, as well as two caulkers, who had taken passage for Orange. Today a message was received from Bolivar point from Captain Bowick for medical assistance. The other men are supposed to be drowned.

Five Deaths Due to the Storm.

BLUEFIELDS, W. Va., Feb. 10.—Near Switchback station, while blinded by snow, Clifford Dalan, J. J. Dalan and James Dennis were run down and killed by a Northwestern train.

The feed water pipes of a freight locomotive on the Norfolk & Western froze yesterday morning and the boiler exploded, instantly killing Engineer Frank King and Fireman David Henry.

Von Goessel Sent a Message to His Wife

LONDON, Feb. 10.—A dispatch to the Standard from Berlin says that Captain von Goessel of the Elbe, while standing on the bridge after the collision, seeing that the disaster was imminent, wrote a few words of farewell and handed the letter to De Hardle, the pilot, who was rescued, instructing him to give it to nobody but his (Von Goessel's wife). The purport of the message has not been revealed.

Eight Deaths from Cold in Germany.

LONDON, Feb. 10.—Dispatches from several parts of the continent say that weather of great severity prevails. The Seine from beyond Paris to its source, is frozen over. In some parts of Rhenish Prussia and Thuringa the mercury went to 22 below zero. Eight more deaths from the cold are reported from various parts of Germany.

Baracoa Put in Short of Coal.

HALIFAX, N. S., Feb. 10.—The long overdue steamer Baracoa, from New York, for which much anxiety has been felt, has been heard from. A dispatch from Sidney says the Baracoa is lying at anchor at Carriboe, on the coast of Cape Breton, short of coal.

Pilot Almost Frozen from Exposure.

PHILADELPHIA, Feb. 10.—The Red Star liner Switzerland, from Antwerp, with ninety passengers, arrived here yesterday. Nothing was seen of La Gascogne. Pilot Bennet, who brought her up, was almost frozen stiff, having been on the bridge forty-eight hours.

Body of One More Victim Recovered.

LOWESTOFT, Feb. 10.—A fishing smack today landed the body of another of the victims of the Elbe disaster. It was that of a steerage passenger. He was an Austrian by birth. In his pockets were naturalization papers taken out in 1892, in the name of Paul Szucy.

Cold Wave Struck Texas.

DALLAS, Tex., Feb. 10.—A cold wave, preceded by a heavy mist, reached Texas last night. Reports from various portions of the northern half of the state show the country at nightfall was a sheet of ice, rendering travel difficult and dangerous.

Temperature Moderated at New York.

NEW YORK, Feb. 10.—The weather in this city has moderated considerably during last night and today. The lowest temperature for the past twenty-four hours was 14 degrees above zero, and the highest was 23 degrees, at 12 o'clock today.

Bring No Tidings of La Gascogne.

BOSTON, Feb. 10.—The steamers Kolpino, from Hull, January 22, and Sachem, from Liverpool, January 31, arrived today. The captains report heavy weather and intense cold, but no tidings of La Gascogne.

**Severe Cold