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The Daily Astorian

THE DAILY ASTORIAN is the biggest and best paper on the Columbia River

THE ASTORIAN has the largest circulation of any paper on the Columbia River

FULL ASSOCIATED PRESS REPORT.

VOL. XLVIII.

ASTORIA, OREGON, FRIDAY MORNING, FEBRUARY 18, 1898.

NO. 42.

Klondike Supplies

Miners' Outfits AND Campers' Utensils and Provisions

Foard & Stokes Company

Get a new face...

MASKS

and

DOMINOES

Of all descriptions. The largest stock in the city.

GRIFFIN & REED

W. F. SCHEIBE,

Manufacturer and Dealer in...

FINE CIGARS!

A full line of Pipes, Tobacco, and Smokers' Articles.

474 Commercial St.

PUPILS RECEIVED IN THE PRIMARY, GRAMMAR AND ACADEMIC GRADES	J. M. THE SISTERS OF THE Convent of the ... Holy Names ASTORIA, OREGON. HAVE OPENED THEIR BOARDING AND DAY SCHOOL. For rates, etc., address the Superiors	INSTRUMENTAL MUSIC, PAINTING AND VOICE CULTURE FORM A SPECIAL DEPARTMENT
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Kopp's "Best"

A DELICIOUS DRINK... AND ABSOLUTELY PURE

The North Pacific Brewery, of which Mr. John Kopp is proprietor, makes beer for domestic and export trade.

Bottled beer for family use, or keg beer supplied at any time, delivery in the city free.

NORTH PACIFIC BREWERY

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ALL KINDS OF CANNED MEATS

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Hams, Bacon and Strictly Pure Lard

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For Sale at The Occident Hotel Bar, The Office Saloon, And all the leading bars in Astoria.

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P. F. PLACIDUS, Director.

CHARGED TO SPAIN

Destruction of Maine May Yet Involve Us in War.

UGLY RUMORS RIFE

There Is No Doubt That the Explosion Was Deliberately Planned.

CONGOSTO'S UTTERANCES

He Told General Lee There Would Be Trouble if the Maine Went to Havana and Talks of a Possible War.

"If you people would only let us alone, it would be all right. Spain has put up with more than any other nation would have done. I have warned you that there will be trouble if the Maine comes to Havana. Now bring your ships here. If you want war you can have it. You will find Spain has not forgotten how to fight."

—Senor Congosto to Sylvester Scovel, a New York World correspondent.

TORPEDO STORY SCOUTED.

Key West, Feb. 17.—The Evening World contains a copyrighted cablegram from Havana, signed by Sylvester Scovel, which repeats graphically the story of the blowing up of the battleship Maine, and says:

"The quays and docks were jammed with spectators during the sad proceedings and I am informed some jubilant sayings were heard among the crowd, and that some of the lower element rejoiced over the 'Yankee massacre' as they termed it. Personally I saw nothing but signs of content. Captain Sigbee bears the calamity like an American officer and a gentleman. He was not even outwardly ruffled by the awful calamity. He received the Spanish chief of police as calmly as though his quarterdeck was not a wreck and his men mangled and drowned. Apropos of this is told of Captain Sigbee that he was writing a letter to his wife in his port cabin when the explosion occurred. All the lights were instantly extinguished. Sigbee, running out, bumped into a perfectly disciplined marine orderly, who, amid shrieks, groans, flames, and horror, and in the dark, saluted, and said:

"Sir, I have to inform you that the ship has been blown up and is sinking."

"This coolness was noticeable everywhere among the men.

"In view of his present attitude, I shall now quote what Senor Congosto, then acting governor-general, fulfilling the functions of that responsible position, said to me the night before the Maine arrived. Consul General Lee had told him that afternoon that the warship would come. Congosto beligerently objected. General Lee then said:

"Remember, if any trouble does occur, I shall have the whole fleet here in four hours."

"Shortly afterward I saw Secretary Congosto, and he was very mad. He was also indiscreet. He said to me:

"If you people would only let us alone, it would be all right. Spain has put up with more than any other nation would have done. I have warned you that there will be trouble if the Maine comes here. Now bring your ships here. If you want war you can have it. You will find Spain has not forgotten how to fight."

QUEEN EXPRESSES SORROW.

Madrid, Feb. 17.—The queen regent presided at the cabinet meeting today. The subject chiefly discussed was the loss of the battleship Maine. The minister of foreign affairs, Senor Gullon, read a dispatch from Washington, and the queen regent expressed sorrow at the circumstance.

WILLIAM SENDS REGRETS.

Berlin, Feb. 17.—Emperor William called direct President McKinley expressing his heartfelt sympathy at the loss of the Maine and so many brave officers and men.

SYMPATHY IN LONDON.

London, Feb. 17.—As the details of the loss of the Maine are published there are renewed remarks of sympathy. They are not only in the newspapers, but are to be heard on all sides.

The Pall Mall Gazette, alluding to the bravery of the American officers, says:

"Captain Sigbee, for one, behaved with splendid contempt of danger, worthy of the best traditions of army and navy."

The Prince and Princess of Wales request the charge d'affaires to convey to the president and to the secretary of the navy an expression of their horror at the terrible accident which has happened to the Maine and their profound sympathy with them and with the whole American nation.

NOT AN ACCIDENT.

New York, Feb. 17.—The Journal quotes Assistant Secretary of the Navy Roosevelt as saying:

"I am convinced that the destruction of the Maine was not an accident."

SIGBEE STAYED TO THE LAST.

New York, Feb. 17.—A Herald dispatch from Havana says:

Lieutenant John B. Bandin, who was officer of the watch at the time of the explosion, gives this version of his own experience and of those who came under his immediate observation:

"I went on watch at 8 o'clock, relieving Lieutenant Blow. At 20 minutes to 9 o'clock, while on the port side of the quarterdeck, an explosion occurred seemingly on the port side forward, followed immediately by a second one. I was

struck on the head by a flying piece of wreckage but not stunned. I climbed on the poop deck where I found the executive officer and several others. The barge and six were lowered and manned, they being the only boats left. We picked up all the wounded that could be found and put them into the boats. The Spanish ship Alfonso XIII. had sent four or five boats very promptly to our aid and more of our wounded were sent to the Alfonso. One of our boats pulled around the Maine and picked up several men who had been blown into the water. The executive officer went forward to see if the fire could be put out and found it was useless to try to do anything to save the ship, as she was a total wreck. The captain then gave the order to abandon the ship and most of us went in the boats to the City of Washington, of the Ward line, and we were most cordially treated. The captain was the last to leave the ship."

EXTERIOR POLICE THE CAUSE.

New York, Feb. 17.—Captain Edward Zalnick, inventor of the dynamite gun, declares that the Maine was not blown up from within.

"Accidents, carelessness and spontaneous combustion," he said last night to a Press reporter, "have been eliminated from the navy and army. There was a time when the accidental dropping of a shell might have blown a vessel into atoms, but that time is past. This theory is wiped away at once when it is known that all magazines were under lock and key at the time of the occurrence. The boat was not in action, but lying peacefully at anchor in still water. The theory of carelessness must also be discarded. I know the discipline of a war vessel too well to imagine any carelessness that would ignite a magazine at that hour of the night, or to believe that a spy or traitor could pass beyond the guard and enter them. Why, a member of the Maine's crew would not dare handle those explosives at that hour.

"As to spontaneous combustion, that theory must also be dismissed at once. There is no such thing known today in the manufacture and handling of explosives as 'spontaneous combustion,' because of the perfection in material and the thorough tests to which they undergo before being accepted by the government. Some years ago minor accidents were numerous, but they were principally due to the inferiority of the metal manufactured or in the handling of it. I can recall one or two accidents in those days, but it is useless to speak of them, as the causes do not enter at all into the consideration of what has befallen the Maine. I imagine some effort will be made by the Spanish to conceal the real cause of the explosion by blaming the gun cotton in the magazines. This theory will not do. The uses and abuses of gun cotton are well known and the manufacture of war is in the laboratory. There is no great heat in the magazines of the Maine. Thermometers tell of no greater heat than 70, and gun cotton will not explode under 25 degrees above that.

"But it must be remembered that the gun cotton stored in the magazines was perfectly safe, and that the cause of the explosion was not the water soaked, kept there for the sake of preservation and safety. Of course, there is a little always kept dry for detonating purposes, to act as a sort of fulminate or cap in setting off the damp cotton; but the dry cotton is such high-class material, and kept under such perfectly safe conditions, that it could not ignite by itself. The same can be said of every other ounce of explosive on board the Maine. A torpedo from below the water line might easily have turned in the plates and set fire to a magazine or—but I am theorizing on that. The condition of the hull will testify to the probability, and I am firm in my conviction, that the Maine did not blow up from within. The blow came from the outside of her magazines."

struck on the head by a flying piece of wreckage but not stunned. I climbed on the poop deck where I found the executive officer and several others. The barge and six were lowered and manned, they being the only boats left. We picked up all the wounded that could be found and put them into the boats. The Spanish ship Alfonso XIII. had sent four or five boats very promptly to our aid and more of our wounded were sent to the Alfonso. One of our boats pulled around the Maine and picked up several men who had been blown into the water. The executive officer went forward to see if the fire could be put out and found it was useless to try to do anything to save the ship, as she was a total wreck. The captain then gave the order to abandon the ship and most of us went in the boats to the City of Washington, of the Ward line, and we were most cordially treated. The captain was the last to leave the ship."

AN ACCIDENT IMPOSSIBLE.

Washington, Feb. 17.—"Under all circumstances," said Naval Constructor Philip Hichborne, "it does not seem to me the Maine's disaster could have resulted from an accident. Everything was quiet and orderly about the ship as far as we have any knowledge, and the probabilities are that only one of the four engines was being used. With all the safeguards imaginable, and lying at anchor as quiet as possible, it seems unlikely that such an accident could have occurred. Men were about the ship everywhere, but none of the machinery was in motion, with the exception of one of the smaller engines for necessary work aboard. If the Maine had been at sea or in action there might have been some valid reason for an explosion such as occurred, but not under conditions existing in Havana. Then, too, there was no possible manner for the ammunition in the magazines to be exploded. Here was a vessel as staunch and well built as anything that ever left a shipyard and in an instant almost the work of years goes for naught; and we are told that there was an accident at the bottom of the affair. But I will never believe anything of the kind until I have the best reasons for entertaining such opinions from my knowledge of the manner in which the Maine was constructed."

THE WORK OF THE SPANARDS.

Williamson, Conn., Feb. 17.—Captain Paul Boyton, the swimmer, believes that the blowing up of the Maine was the work of Spaniards. Captain Boyton said:

"The torpedo could have been floated from a skiff with a line and a catch that would stop it in the anchor chain; then, by playing out the line attached to the torpedo for the distance that had already been determined between the anchor chain and boat, the torpedo could be brought alongside of the vessel and exploded in two different ways. There might have been a screw attached, similar to the screw of a propeller, and the moment the torpedo stopped moving and was brought with head to the current the screw would revolve and, after making a certain number of revolutions, would release a pin within the torpedo and cause the explosion. Another method would be by clock mechanism. This could be done in a most innocent appearing way."

WARSHIPS FOR HAVANA.

Dallas, Tex., Feb. 17.—A telegram from Galveston says the battleship Texas and the cruiser Nashville have received orders from the navy department to sail from Galveston at once. Their exact destination has not been learned, but it is accepted by the public that they go either to Admiral Sicard's fleet, off Dry Tortugas, or direct to Havana.

CITY COUNCIL IN SESSION

Ordinance Increasing City Officers' Salary Postponed.

STREETS TO BE IMPROVED

The Commercial Street Assessment Committed and Other Matters Expediently Disposed of.

At the meeting of the city council last night Mayor Bergman presided, and all the councilmen were present except Trullinger.

A petition from the ladies of the Astoria Public Library asking for a monthly allowance to sustain the free reading room, was referred to the committee on ways and means.

A petition from W. J. Loomis, of Seaside, for the position of sexton of Ocean View Cemetery, and offering his services at \$5 per month, was placed on file.

A petition from the residents of Seaside for the appointment of Casper Drilling as superintendent of Ocean View Cemetery, at a salary of \$9 per month, was placed on file.

A petition from Martin Olson asking for a reduction in the auctioneer's license from \$100 to \$25 per year, was placed on file.

A petition from Nelson and Goodin, asking that the time be extended for the improvement of Eighth street and Niagara avenue from April 1 to July 1, was referred to the committee on streets and public ways.

A petition from property owners owning property adjacent to Twenty-ninth street and Franklin avenue, from Franklin avenue to Grand avenue and from Grand avenue to Twenty-ninth, and from Twenty-ninth to Thirty-third, asking that the planking of the streets be done to a width of 8 feet, was referred to the street committee.

A report of the ways and means committee on the ordinance for raising the salary of the city officials was read. It stated that the estimated receipts of the city would not justify the proposed advance in salaries and recommended that the ordinance be indefinitely postponed. The report was adopted. Utzinger and Hansen voting "No."

A report from the same committee recommending the passage of all improvement ordinances referred to them at last meeting, was adopted.

A report recommending the payment of claims, and also a report recommending the filing of the annual report of the city treasurer, were adopted.

The street committee reported favorably on the pay roll of the city surveyor for the month of January. Accompanying the report was a communication from the city surveyor giving a detailed statement of the work performed on the Young's Bay improvement and the changes that were found necessary to be made in the work of his predecessor. Objection was made to the adoption of the report on the ground that the city surveyor was not authorized to do the work by the committee on streets and public ways, and for the further reason that the late city surveyor, Mr. Bell, had performed the work and was paid for doing so by the city. The motion to adopt the report was amended so as to instruct Mr. Bell to report on the work which he performed. The motion as amended was passed.

A report from the street committee, accompanied by a report from the West Shore Mill Company, that the expense of moving the electric light from Sixth and Franklin avenue to Fifth and Franklin avenue would amount to \$320, were referred back, with instructions that the light be moved.

A report from the same committee that the request of the Clatsop Mill Company for a ten-year lease of that portion of the street occupied by the power house be denied, as the leasing of a street or any portion thereof was in violation of the city charter, was adopted.

The report of the city board of equalization on the assessment of the Commercial street improvement was read and on motion placed on file.

An ordinance was introduced appropriating \$75 for Leander Lebeck for the improvement of the crossing on Seventh and Commercial streets and passed the first reading.

An ordinance confirming the special assessment for the Commercial street extension as equalized by the board of equalization, said assessment to be due and payable April 30, passed the first and second reading and on motion was turned back to second reading, and amended so as to read "first day of April." It was then passed as amended.

An ordinance empowering the committee on public property to make alterations and improvements in the city hall to the extent of \$125, was read the third time and passed under suspension of the rules.

The following ordinances authorizing the auditor and police judge to issue bonds for the improvement of the following streets were read the third time and passed under suspension of the rules: Duane street between Thirty-fifth and Thirty-seventh; Wall street between West Sixth and the west boundary line of the J. M. Staley donation land claim; Thirty-fifth street between Franklin avenue and Duane street; Thirty-seventh street between Duane and Commercial; Bond street between Forty-second and Forty-fifth.

A resolution was passed reducing the salary of the superintendent of the Ocean View Cemetery from \$45 to \$30.

The matter of instructing the street railway company to improve the street between the track was referred to the city attorney.

Council then adjourned.

AN INVESTIGATION NECESSARY.

Newton, Mass., Feb. 17.—Rear-Admiral Louis A. Kimberly, who commanded the United States squadron at Apia, Samoa, at the time of the disaster there, was seen at his home in West Newton. Asked for an opinion on the Maine, he said:

"One thing to me seems certain: The less that is said against Spain and the Spanish government at this time, the better it will be and the less cause for trouble there may be hereafter. It seems unreasonable to connect the Spanish government with the disaster, and in justice both to Spain and to the officers of the Maine, public judgment should be suspended for a time. An explosion of the magazine might have occurred, or there might have been some explosive in the ship's stores. The exact cause of the disaster will not be known until the vessel is raised and a court of inquiry has investigated the matter."

MR. CLEVELAND SHOCKED.

New York, Feb. 17.—"I am greatly shocked and horrified at the lamentable disaster to the battleship Maine," said ex-President Cleveland, at Princeton, "and I sincerely hope that the later information will serve to mitigate its horrifying details. I was not personally acquainted with any of the ship's crew, but regret that the navy should suffer the loss of such a ship and so many lives had to be sacrificed. Of course, I could not express an opinion as to what the disaster was due to, an accident or Spanish design, as nothing but meager particulars have reached me. I sincerely hope, however, that investigation will show it was accident, pure and simple."

ALGER'S REMARKS GUARDED.

Norfolk, Va., Feb. 17.—A representative of the Norfolk Daily Pilot went to Old Point Comfort and was granted an interview with Secretary of War Alger. General Alger has been seriously troubled for eight weeks with a severe case of the grippe, but is feeling somewhat improved. Asked as to his idea of how the explosion could have occurred on the Maine, he said that it was perfectly applicable to him. The statement that the shock of the explosion shattered windows in buildings all over Havana he regarded with incredulity, stating that he did not see how an explosion of a battleship out in Havana harbor could have caused such a result. To the question if it were possible that some one of the ultra-Spanish element had been concealed on board the Maine and exploded a quantity of dynamite, or caused an explosion of the ship's magazine, he said that such a thing as the coming aboard of one of the Spaniards disguised as a United States sailor was not impossible, and that once aboard he might have remained concealed for some time. General Alger discussed the matter of explosion whether from within or without the ship. He stated that probably no intelligent opinion could be formed until divers make an investigation of the ship.

FOR RELIEF OF WOUNDED.

Washington, Feb. 17.—Upon receipt of the sad intelligence from Havana at the marine hospital bureau an order was issued by Surgeon-General Wyman, assigning Assistant Surgeon B. W. Brown to duty at Key West, where the wounded of the Maine are cared for. Surgeon Brown immediately left for the south.

Reports from Havana were of such a character that it was deemed injudicious to have the wounded sent to any of the hospitals near the scene of the disaster.

LOSS OF THE NEVADA.

Fifty Persons Went Down With the Ill-Fated Vessel.

Nanaimo, B. C., Feb. 17.—(Special to the Astorian.)—A special from Juneau, Alaska, under date of February 12, confirms the news of the loss of the Clara Nevada, and says:

The cause of the disaster was doubtless the explosion of her boilers. Of the fifty people on board none is believed to have been saved. The wreck was discovered by the customs inspector of Juneau, who ordered the Rustler to Lynn canal, where the burning vessel had been seen. Wreckage bearing the name of the ill-fated vessel was found, but there was nothing to show the identity of the passengers. It is thought she carried about twenty passengers, of whom two or three were women. Several were bound for Juneau and the balance for Seattle.

Frank Whitney, of Cripple Creek, Colo., was known to be one of the unfortunate. Al Noyes, of Juneau, is also supposed to have been on the Nevada.

It takes a lot of genuine moral courage to pay for "dead horses" when there are many live needs on a very tight bow.

Though impecunious gentility is better than affluent vulgarity, even the highest individual, if harassed for the wherewithal to meet financial obligations, will be willing to trade a little blue blood for some ready cash.

Royal makes the food pure, wholesome and delicious.

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