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

The Daily Astorian

FULL ASSOCIATED PRESS REPORT

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

VOL. XLVIII.

ASTORIA, OREGON, SATURDAY MORNING, MARCH 5, 1898.

NO. 55.

We Want the ATTENTION

of the Housewives who are missing this sale.

Closing out entirely the E. R. Hawes stock at a

...SACRIFICE...

Insure to make room for goods on the way from the East.

AGENTS FOR—
Quick Meal Oil Stoves,
"Superior" Stoves
and Ranges

Eclipse Hardware Company 505 Bond St.



City Book Store...

We carry a large stock of fine and
commercial stationery, Paperies
in all the latest tints and shades,
Envelopes, Paper Tablets, Legal
Papers, Typewriting paper in all
sizes, Webster & Little's Rib-
bons and Carbons.

Griffin & Reed.



The best
Part of a Meal is

Good Butter...

Butter that can be enjoyed when
eating.
It is the flavor and quality, not
quantity, that makes its worth
in the markets of the world.
It is the flavor and quality that
make the boarders happy with
the thought of a meal.

Remember that our
Empire and Mikado Separators
Will aid you in
Getting this Flavor and Quality.

Foard & Stokes Company

Sole Agents..
Astoria, Oregon.

From the Thirty-Eighth Annual Statement of

THE EQUITABLE LIFE ASSURANCE SOCIETY

Of the United States.

Outstanding Assurance Dec. 31, 1897	\$951,165,837.00
New Assurance written in 1897	156,955,693.00
Proposals for Assurance Examined and Declined in 1897	24,491,973.00
Income in 1897	48,572,269.53
Assets December 31, 1897	236,876,308.04
Reserve on all existing policies (4 per cent. standard) and all other liabilities	186,333,133.20
Surplus, 4 per cent. standard	50,543,174.84
Paid Policy-Holders in 1897	21,106,314.14

HENRY B. HYDE, President. J. W. ALEXANDER, Vice-Pres.
L. SAMUELS, Manager.
Third Floor, Oregonian Building - - - Portland, Oregon.

UNION MEAT COMPANY

Hams, Bacon and Strictly Pure Lard

Cor. Fourth and Gilsan Streets
Portland, Oregon.



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

ALL IS KNOWN TO COURT OF INQUIRY

Positively Determined That the Maine
Disaster Was Not an Accident.

SIGBEE WILL NOT BE BLAMED

Board Has Sufficient Evidence of the Deed.
But Spain Must Find Out the Perpetrator of the outrage.

New York, March 4.—A dispatch to the
Tribune from Havana says:

The leading facts of the Maine disaster
are all now in the possession of the naval
board. The divers have continued their
work during the absence of the board at
Key West. They have discovered
nothing to change the evidence gathered,
which showed apparently that the explosion
was external. Their examination
this week has extended alongside the
plates and they have penetrated forward
well into the bow. All they find is merely
confirmatory of what was previously
discovered. Captain Sampson and his
associates were especially anxious to await
further work by the divers to determine
whether or not mistakes had been made
in any particular. Nothing has been found
to indicate a mistake. On the contrary
the more thoroughly the hull is examined,
the more convincing appears the
original evidence of explosion from
without. How long the board will take
to formulate its conclusions on this point
can be better judged in Washington than
in Havana. Notwithstanding the permis-
sion given by the United States govern-
ment for Spanish divers to examine the
wreck, the investigation by the Spanish
authorities of the condition of the ship
proceeds slowly. They seem to be in no
hurry to learn the facts about the hull,
magazines and other matters which were
first to engage the attention of the naval
board. The government has taken con-
siderable testimony of persons who were
in the harbor on the night of the explo-
sion. It gives much weight to the testi-
mony of those who say they saw flames
issuing from the Maine before the ship
was wrecked by an explosion.

The understanding in Havana is that
the naval board will be emphatic in ex-
onerating Captain Sigbee and the officers
of the Maine from the implication of negli-
gence, lack of discipline or responsibility
for the disaster. It has been almost
forgotten that until the board reports on
the subject, Captain Sigbee is nominally
under a cloud. The secrecy by which the
investigation has been conducted has not
prevented the testimony from becoming
known. The board will be able to show
that it was not only not an accident which
caused the explosion, but also that no
basis of accident from an unknown
cause.

So far as it will go in the assertion of
positive proof that the Maine was blown
up, is for the present a speculative ques-
tion. The impression is that the board
has evidence of the deed, without means
of finding out who committed it. It is in-
cumbent upon the Spanish government to
find that out.

The denial credited to Senor du Bose in
Washington that mines existed in Havana
harbor does not receive the weight that
would be given to an official declaration
from Captain-General Blanco or Premier
Sagasta on the same subject. In official
circles here it is the evident purpose to
combat the finding of the naval board,
but not aggressively. The Spanish atti-
tude seems to be that an accident was
probable and that the United States is
not justified in making a demand for
reparation when the proof of foul play
is not positive. The assumption will be
that the two governments after taking
evidence will be unable to agree in their
conclusions. However there is nothing in
the nature of a joint investigation. From
the present outlook, Madrid and Wash-
ington are the places where the consequences
of the Maine explosion will be deter-
mined. Little more than is already known
can be learned here. The wreck promises
to remain in the harbor for an indefinite
period. The wrecking companies will be
able to raise the guns of the Maine. The
hull is an asset of no value to any gov-
ernment. The temper of the Spanish
classes toward the United States finds
some exhibition at present, but not in
the form of hostile demonstration. It is
rather in the shape of fervent protests
and actions of loyalty to the mother coun-
try. The arrival of the warship Vizcaya
has caused an outpouring of the loyal
spirit, though it was not exactly spon-
taneous, for the demonstration was ar-
ranged in advance. Apparently a large
proportion of the populace are gratified
to see the Vizcaya anchored not far from
the wreck of the Maine. They believe
that with the other warship which are
to come and with the torpedo fleet, Ha-
vana and the ports of Cuba are safe from
an American fleet.

New York, March 4.—Considerable hurry
characterizes the work in the navy yard
in getting the dispatch boat Dolphin into

TO BUILD THE NICARAGUA CANAL

Syndicate Now Being Organized in
Chicago for the Purpose.

ESTIMATED COST IS SMALLER

New Syndicate Will Take the Concessions
Granted the Maritime Company
and Tack the Project.

Chicago, March 4.—The Tribune says:

A syndicate to take the concessions
granted the Maritime Company by the
republics of Nicaragua and Costa Rica
for the construction of the canal is in pro-
cess of organization by E. F. Cramin of
this city, who is now in New York nego-
tiating the contracts by which the new
owners of the concessions granted by the
Central American republics and for the
work already accomplished will come
into his possession.

T. E. Conley, who has been associated
with Mr. Cramin in the enterprise, is
also in New York, gathering material
for the specifications which will be with-
in the next ten days presented to contrac-
tors for bids on the different sections of
the work. The new syndicate for the
construction of the Nicaragua canal will
soon know within a few million dollars
just how much it is going to cost, finished
and ready for the passage of the first
ship. A rough estimate from the data at
hand on the return of Mr. Cramin and Mr.
Conley for their trip over the canal a
few weeks ago placed the cost within
\$25,000,000. Mr. Conley was of the opinion
that as further data was collected regard-
ing the nature of the excavation over a
part of the route the cost might be cut
down to \$15,000,000. This is far inside
the estimates which have been presented to
congress in the appeals of the Maritime
Company for government aid.

The preparation of the specifications of
the contractors has been as thorough as
the data in existence permitted. Mr. Con-
ley secured all the material collected by
the engineers for the Maritime Company.
He then took the reports of the commis-
sion from the United States engineer corps
and to these he added all the material to
be had during his thorough inspection of
the canal and at the capitals of Nicara-
gua and Costa Rica. Immediately upon
his return from his trip of inspection a
force of engineers was set to work under
his direction, bringing into form this mass
of material. Just prior to his departure
for New York, he intimated that the
specifications were so nearly completed
that in a short time they would go into
the hands of the contractors for bids.
Bids will be required with all bids and
when the figures have been added for the
first time in all the years that men have
been trying to join the Atlantic and Pa-
cific by ship canals it will be known some-
where near the actual figures just how
much the work is going to cost.

"The Nicaragua canal," he said, "is be-
ing treated as a business proposition. Our
people want to know where the thing is
going when they begin putting in their
money. We are going to tell them. There
is not such a great mystery in canal
building that it should not be deter-
mined approximately what a canal is going
to cost if engineers are honest enough to
estimate properly the work before them.
The construction of the Illinois drainage
canal has educated the contractors who
bid that work and they know just what
to expect on the Nicaragua canal. Their
representatives have been over the
ground, they have studied climatic condi-
tions, learned what their labor would cost,
can estimate closely the cost of transpor-
tation to the canal of their machinery
and material. With the specifications in
their hands they can bid as intelligently
as if the work was in an American
state."

The terms by which the control of the
property and concessions of the Maritime
Company has into the hands of the new
syndicate are not given out. Their ar-
rangement was the work of several
months before the trip to Nicaragua was
made.

Who is back of the syndicate is not
given out by the promoters, but it is
claimed that the contractors have been
satisfied of its financial stability. How
much government aid and in what shape
it will be asked, are also matters which
neither Mr. Cramin nor Mr. Conley gives
out for publication at the present jun-
cture. Mr. Cramin and Mr. Conley are
expected to remain in New York about
a week longer in the settlement of the
transfer of the canal from the Maritime
Company to the new syndicate.

Communication Between New York and
San Francisco in Six Minutes.

New York, March 4.—Sergeants Clark
and Jones, of the United States signal
corps, have been conducting a series of
experiments at Governor's Island that
may result in a revolution of the signal
system now being used by the army
throughout the country. So far their ex-
periments have been successful and they
have written to Washington suggesting
the adoption of a new apparatus which
consists of an aluminum lamp with an
ordinary circular shutter. So perfect is
the light thrown by the new lamp that
the sentence, "War has been declared
with Spain," can be flashed from Gov-
ernor's Island to the Presidio at San Fran-
cisco in fewer than six minutes, provid-
ing the necessary number of signal sta-
tions can be placed along the line.

For a number of years the officials of
the signal corps have been experimenting
with various lights with the object of
finding a fitting substitute for the old-
time torch. So long as the torch remains
in use it will be necessary to signal in ac-
cordance with the flag system, which is
slow and cumbersome. The new lamp
permits a return to the more rapid and
comprehensive Morse code. So strong is
the light produced that signals can be
flashed 30 miles. The telegraph code is
based upon the duration of the opening
and closing of the shutter.

NEED OF A SHIP YARD.

Andrew Carnegie Suggests That One Be
Established at New York.

Cleveland, March 4.—This week's issue
of the Trade Review has a letter from
Andrew Carnegie, who is now at Cannes,
France. He says:

"May I call attention through your col-
umns to the field which is open for a
first-class ship building yard upon the
Hudson East river or the lower bay, New
York? The price paid for steel by the
German and English ship yards are so
much higher than ship builders in New
York would be required to pay that the
difference would make in itself an ex-
cellent profit. Prices are worth about
\$22 or \$23 per ton in New York. The
quoted price at Glasgow is nearly \$30.
Other prices are in proportion and all
woodwork of ships is also much cheaper
in New York."

"If a yard was built today, with the
newest appliances, the total cost of labor,
even at much higher wages, would be less
than in any ship yard I know of, either
in Great Britain or Germany. There would
be no warship or Atlantic liners upon for-
bids in any part of the world which a
New York yard would not have something
to say about. Every needed element is
present for regaining our supremacy as
the principal ship building country."

FROM THE LAND OF PLENTY.

Ninety Tons of Food From Oregon for
the Starving Cubans.

Portland, March 4.—The Cuban relief
committee of Oregon will tomorrow ship
over the O. R. & N. road six carloads of
provisions and clothing for the starving
people of Cuba. Each car carries 30,000
pounds, making 90 tons in all. The com-
mittee expects to ship the second section
of about six cars within two weeks. The
railroads will transport supplies free to
New York, where they will be shipped to
Cuba.

A banner has been placed on the cars,
reading, "From Oregon, the Land of
Plenty, to the Starving Cubans." To each
banner will be added the name of the city
contributing the contents of the car.

CITED FOR CONTEMPT.

Tacoma, March 4.—Editor A. P. Tugwell
and Associate Editor Frank Baker, of the
Tacoma Weekly Sun, were today served
with an order from the supreme court
to show cause, on March 11, why they
should not be arrested and dealt with
for contempt. The order was issued on a
complaint sworn to by Attorney-General
Winston and was caused by an alleged
scurrilous attack on the court for its
decision in the Bardsley warrant case.
Baker is chairman of the populist central
committee and an ex-member of the leg-
islature and admits that he wrote the
article in question.

A REPORT MAY SOON BE MADE

Navy Department Has Asked When
Findings Can Be Known.

LEE PROVIDES FOR THE POOR

Has Established Asylum for the Destitute
and Starving at Havana and is
Doing Good Work.

Washington, March 4.—At last there is
a prospect of learning when the report of
the court of inquiry in the case of the
Maine disaster is to be made; that is, if
the court itself is competent to pass an
opinion on that point. A telegram has
been sent to Captain Sampson, asking
when it is expected a report can be made.
So far there has been no response and it
may be that the president of the court
wishes first to counsel with his colleagues
before delivering a response. The fact
that this inquiry has been addressed to
the court by Secretary Long at the in-
stance of the cabinet is regarded as proof
of the correctness of the statement that
has been made almost daily by members
of the administration—that it had no con-
trol over the court and did not know
when the report would come.

It is said at the navy department at the
close of office hours today that no word
had come from Key West or Havana,
save the dispatches of the past two days
relative to the disposition of the wounded
men and dead bodies. It is probable that
the Olympia, the flagship of the Asiatic
squadron, will come home to San Fran-
cisco. Naval officials are deeply inter-
ested in the reports of the purchase of
warships by Spain, and make the reports
of the transactions a text for complaints
of the inactivity of our navy department
to do likewise.

THE STORY DENOUNCED.

American and Spanish Residents of Mon-
terey Are Quite Friendly.

Monterey, Mexico, March 4.—The story
wired from San Antonio that in Monterey
there was intense hatred between Spaniards
and Americans; that personal con-
flicts were frequently averted, and that
Americans feared destruction of their
property by the Spaniards in event of
war between the United States and Spain,
created much feeling in this city. The
Monterey Daily Globe says editorially:
"This story is utterly without founda-
tion. The existing pleasant personal and
business relations between Spanish and
American residents at Monterey have not
in any degree suffered interruption be-
cause of the Maine accident. There have
been no personal conflicts of any sort.
American property in Monterey is not in
the slightest danger. Any attempt at de-
struction of American property would be
suppressed with vigor and promptness."

THE BOUNDARY QUESTION.

British Lay Claim to Territory Which
Includes Dyea and Skagway.

Washington, March 4.—The breaking
out anew of the controversy over the
boundary line between Alaska and Brit-
ish Columbia created much interest
among officials today, and calls attention
to the necessity for the final disposition
of the boundary issue. It is pointed out
that the maps and data compiled with
the greatest care and precision by the
coast and geodetic survey authorities sus-
tain in every particular the position as-
sumed by the United States with respect
to its domain.

There is, however, an important ques-
tion of the construction of the terms of
the Anglo-Russian treaty, upon which
our claims rest. This government fixes
upon salt water as a basis of definition,
while the British dispute this and claim
the islands as ocean space, which would
place the head of Lynn canal in British
territory, giving them several important
ports, like Dyea and Skagway.

PASSED BY THE SENATE.

Alaskan Homestead Laws and Railway
Right-of-Way Bill.

Washington, March 4.—After a debate
lasting several days the senate late this
afternoon passed the bill extending the
homestead laws and providing for a right-
of-way for railroads in the district of
Alaska. Comparatively little discussion
of a general interest was created by the
bill. Section 13, providing for certain
bonding concessions to Canada in lieu of
privileges to be extended by the dominion
government to this country, however, in-
duced rather a lively debate, as it brought
into controversy the old fisheries ques-
tion on the New England coast, which has
been pending between the United States
and Great Britain for a hundred years.
The statement was made on the floor of
the senate that there was every reason
to believe that by the passage of the bill
the fisheries question could be settled
without great effort, as assurances to
that effect had been received from a large
and influential element in Canada.

MORE APPROPRIATIONS.

Washington, March 4.—Two more ap-
propriation bills were sent to the presi-
dent today, the pension bill and the con-
sular and diplomatic bill, both of which
went through their final stage in the
house today. The consular bill was
acquiescence in the agreement to make
a bill appropriating about \$1,300,000 for
war claims approved by the court of
claims under the provisions of the Bow-
man act the special order for next Fri-
day. The claims carried by the bill, 790
in number, are for stores and supplies
during the war in the southern states.

WORK ON FORTIFICATIONS.

Port Townsend, March 4.—It is reported
here today that both firms of contrac-
tors now constructing fortifications for
the government at Marrowstone Point
and Admiralty Head have been instructed
to expedite the work. An additional gun
pit, not previously provided in the es-
timates for this year's work at Admiralty
Head, at the entrance of the straits, op-
posite this city, will be commenced in a
short time.

ANOTHER WAR IS IMMINENT.

Nicaragua and Costa Rica Ready to Fly
at Each Other's Throats.

New York, March 4.—A special to the
Herald from San Jose, Costa Rica, in-
dicates that war between Costa Rica and
Nicaragua is unavoidable. Costa Rica is
completely cut off from telegraphic com-
munication with the outside world, as

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