

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

The Daily Astorian.

FULL ASSOCIATED PRESS REPORT.

VOL. XLVIII.

NO. 75.

We Want the **ATTENTION**
of the Housewives who are missing this sale.
Closing out entirely the E. R. Hawes stock at a
SACRIFICE...

In order to make room for goods on the way from the East.

AGENTS FOR—
Quick Meal Oil Stoves,
"Superior" Stoves
and Range
Eclipse Hardware
Company 505 Bond St.

The Power of the Press....

means usually the influence
of newspapers. We give it
a new meaning. We sellLETTER PRESSERS
COPYING BOOKS AND
THE VERY BEST OF INKS...All three of which are nec-
essary to obtain a good copy
of your letter. Keep copies
of your correspondence and
save money.

GRiffin & REED.

A GOOD
Cream Separator.Is a necessity now in the dairy
instead of a luxury and a farmer
can't afford to be without one.The "Empire" and "Mikado"
Cream Separators...Lead them all for they skim closer,
start quicker and run easier than
any separator made and we have
them in any size you wish and sell
them at rock bottom prices.

HAND AND POWER SIZERS.

Foard & Stokes
Company Astoria, Oregon.

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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W. F. SCHEIBE,
Manufacturer and Dealer in * * *
FINE CIGARS!

UNION MEAT COMPANY
Hams, Bacon and Strictly Pure Lard
Cor. Fourth and Glisan Street 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

Mount Angel College

MOUNT ANGEL Marion County, OREGON

This is just the place for your boys. Delightful location, large buildings and grounds, good meals, plenty of healthy exercise, excellent teachers and sound training—this is what they all may of MT. ANGEL COLLEGE. Send for Catalogue and special terms.

P. F. PLACIDUS, Director.

(Continued on fourth page.)

NOTICE!
Books, Periodicals, Magazines,
and Journals

Astorian.

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

ASTORIA, OREGON, TUESDAY MORNING, MARCH 29, 1898.

THE PRESIDENT'S MISSION OF THE MESSAGE ON MAINE TENDER MANGROVE

Details the Reasons for Sending War Ships to Havana to Bring Away American Citizens.

EVIDENCE BEFORE THE COURT GENERAL EXODUS EXPECTED

Maine Blown Up By Submarine Mine—No One Blamed—Spain Advised of Fiduciary of the Court.

THE MAINE WENT TO HAVANA WITH THE CONSENT OF MADRID AND NOTIFICATION THAT SPANISH WARSHIPS WOULD BE SENT TO OUR WATER TO CONTINUE FRIENDLY RELATIONS.

Washington, March 28.—Special to the Astorian.—The president sent the following message to Congress today:

"To the Congress of the United States:

"For some time prior to the visit of the Maine to Havana, both our naval representatives pointed out the advantages to be kept up the visits of the navy ships to Cuban waters in ascertaining the presence of our good will, and to send in the fulfillment of the mission of protection to American interests, even though no immediate need therefor might exist.

Accordingly, on the 26th of January last, after a conference with the Spanish minister, in which a renewal of the visits of our war vessels to Spanish waters was discussed and accepted, the permanent authorities at Madrid and Havana recommended the purpose of this government to resume friendly naval visits to Cuban ports, and that with that end in view the Maine would forthwith call at the port of Havana.

"This announcement was received by the Spanish government with an appreciation of the friendly character of the visit of the Maine and with the notification of an intention to return the courtesy by sending Spanish ships to the principal ports of the United States. Meanwhile the Maine entered the port of Havana on the 26th of January. Her arrival seems marked with no special incident besides the exchange of customary salutes and ceremonial visits.

"The Maine remained in the harbor of Havana during the three weeks following her arrival. No appreciable excitement attended her stay, on the contrary a feeling of relief and confidence followed the resumption of long interrupted friendly intercourse. Spain fully appreciated the immediate effect of her visit that the concentrated strength agreed that the presence of our ships in Cuban waters should be kept up by leaving the Maine at Havana, or in the event of her recall, by sending another vessel there to take her place.

"At 40 minutes past 9 o'clock in the evening of the 13th of February, the Maine was destroyed by an explosion.

"The usual procedure was followed as in cases of casualty or disaster to national vessels of any maritime state. A naval court of inquiry was at once organized.

"The findings of the court of inquiry were reached, after twenty-three days of continuous labor, on the 1st of March. It is herewith laid before congress together with the voluminous testimony taken before the court. The report is in brief as follows:

"When the Maine arrived at Havana she was conducted by a regular government pilot to buoy No. 4, to which she was moored in from 2½ to 6 fathoms of water. The state of discipline on board and of her magazines, boilers, coal bunkers and storage compartments are passed in review with the conclusion that excellent order prevailed and that no indication of any cause for internal explosion existed in any quarter.

"At 8 o'clock in the evening of February 15, everything had been reported secure and all was quiet. At 40 minutes past 9 o'clock the vessel was suddenly destroyed. There were two distinct explosions with brief intervals between them. The first lifted the forward part of the ship very perceptibly; the second, which was more prolonged, is attributed by the court to the partial explosion of the court to the forward part was completely demolished.

"The evidence of the divers established that the after part of the ship was practically intact, and sank in that condition a few moments after the explosion. The forward part was completely demolished.

"Upon the evidence of concurrent external causes, the finding of the court is as follows:

"At frame 17, the outer shell of the ship, from a point 1½ feet from the middle line of the ship and 6 feet above the surface of the water, therefore, about 31 feet above where it would have been had she sunk uninjured, lay outside bottom plating, being bent into a reversed V shape. The after wing of which, about 15 feet broad and 22 feet long from frame 15 to frame 25, is doubled back upon itself against continued action of the same plating extending forward.

"At frame 18 the vertical keel is broken in two and bent into a singular angle, formed by the outside plates. This break is about 6 feet below the surface of the water and about 30 feet above its normal position.

"As in the opinion of the court this effect could have been produced only by the explosion of a mine situated under the bottom of the ship at about frame 15, and somewhat on the port side of the ship, the conclusions of the court are:

"That the loss of the Maine was not in any respect due to the fault of, or negligence on the part of any officer or member of her crew.

"That the ship was destroyed by the explosion of a submarine mine, which caused a partial explosion of two or more of her forward magazines, and that no evidence has been obtained fixing the cause.

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