

Ashville Daily Gazette.

State Library

Vol III: No. 318,

ASHEVILLE, N. C., THURSDAY MORNING, FEBRUARY 17, 1898.

Price 5 Cents.

Oestreicher
and Company
28 S. Main St.

Infants' Wear
Bonnets and Zephyr and Eiderdown Sacques which must be closed out regardless of value while they are yet seasonable and of use—

25c Cream Silk Embroidered Caps

18c

45c Cream Silk Embroidered Caps

35c

45c Cream Silk Embroidered Caps

45c

60c Cream Silk Embroidered Caps

60c

65c Cream Silk Embroidered Caps

65c

65c Cream Silk Embroidered Caps

65c

1.75 India Silk Bonnets

\$1.15

10c Infants' Fancy Caps

10c

19c Infants' Fancy Silk Caps

19c

25c Infants' Fancy Silk Caps

25c

65c Infants' Silk Bonnets

65c

25c Zephyr Sacques

25c

30c Zephyr Sacques

30c

39c Eiderdown Sacques

39c

48c Zephyr Sacques

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Trimmed in White Pink or Blue.

GOODS that are "just as good-as something a little bit better" will fill the bill, provided you are satisfied with a second grade article. Our

MONARCH BRAND

of goods stands without a peer. Now in stock, all '97 pack.

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PURITY FOR HEALTH.

No part of your buying should command greater care or closer attention than

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We guarantee all our goods to be both pure and fresh.

We want you Healthy and Hearty

and if you will do your shopping with us we will do our part by giving you goods that will be the best the market affords and at the very lowest price possible. To price—these few samples from our stock tell the story of our growing trade: Fancy California Lemons, Cling Peaches, 25c; 25c; Fancy Steak Salmon, 18c per can; Bartlett Pears, 1 can for 25c.

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PURE FOOD STORE

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ESTABLISHED.
Good paying business for sale. For particulars address N. O. P., Gazette.

THE MAINE BLOWN UP BY AN UNSEEN FORCE

Washington Officials Unwilling to Admit That They Discern Evidence of Spanish Treachery.

THE DEAD NOW NUMBER 260; THE WOUNDED 99.

Havana, Feb. 16.—Witnesses of the explosion that destroyed the Maine say that at the moment of concussion a vast mass was seen to rise to a great height. In the sudden and blinding light no one seems to have been able to discern the nature of this mass or whether it rose from beside the battleship or inside it. Up to 4 o'clock this afternoon there are reported 260 killed, 99 wounded. Immediately after the explosion small

known until the board of inquiry appointed to day makes investigation.

New of the higher officials of the administration and leaders of the Senate and House are willing to admit that they discern evidence of Spanish treachery in this tragedy. In their hearts is a dark suspicion, but the consequence of flattening the grille upon Spain would be no scruples and resolution to promptly reveal their misgivings. The ground therefore has allowed the impression to go abroad that he believes the catastrophe accidental. He is anxious to have the public suspend judgment until the facts are ascertained. The president has directed no information to be given to the newspapers as soon as received.

In the Senate and House the desire to see

drama. Immediately following the accident all disposable elements at the capitol marched to the spot to afford every aid possible. These included a force of marine fire brigades and all garrison in Havana, among them my chief of staff.

There have been deaths and wounded. I have sent my aide de camp to offer every assistance to the North American consul that he may wish for.

"Will forward other details as they become available." (Signed) BLANCO.

A SPANISH DESPATCH.

Madrid, Feb. 16.—A dispatch from Havana to the imperial says the explosion on the Maine was first caused by the bursting of a boiler. The fire spread to the magazine and in a few seconds the vessel was wrapped in flames. Continuing, the dispatch says:

"A painful sensation has been caused here by the discovery that several American correspondents are telegraphing that the explosion was caused by a torpedo or dynamite internal machine maliciously placed against the Maine's bow. It is feared this infamous allegation may be amplified in dispatches sent by steamers to Key West and thence telegraphed to the United States. These stories are entirely false. It should be remembered that the Maine's crew was a composite lot, consisting of Spaniards, Germans, negroes and Chinese *Vietnam Americans*."

A note semi-officially issued tonight says the government greatly deplores the Maine catastrophe. At first it feared it might be attributable to "some rash act." It is now convinced it was accidental. Gen. Woodford was informed of Spanish sympathy. The Cuban authorities are ordered to give every aid.

ORDERS TO WARSHIPS.

Gibraltar, Feb. 16.—The battleship Texas and the cruiser Nashville received orders tonight to sail from Galveston immediately. Their destination is not learned. It is believed they go either to the fleet off the Dry Tortugas or direct to Havana.

DE LOME SAILS.

New York, Feb. 16.—Senor De Lome sailed on the Britannic at noon today for Spain via London. He refused to discuss the Maine incident. His friend, Lieut. Zobral, when asked whether De Lome would make a statement, waving his arms cried, "It is impossible. The minister regards the accident greatly."

IRISH SYMPATHY.

London, Feb. 16.—At a large meeting tonight of Irish nationalists a resolution was adopted deplored the Maine disaster and begged the president to convey the convention's heartfelt sympathy to the American nation.

THE LATEST.

New York, Feb. 17.—3:30 a.m.—The following was received from Hawaii at 1 a.m. this (Thursday) morning: "The cause of the disaster remains a mystery. The exact number killed is 251. There were 554 aboard."

Alcock XIX placed a special guard all night around the battleship to recover the bodies of American sailors. The Spanish flag is at half mast. The autocrat called his special council, presided over by Blasco, wherein it was resolved that the president of the cabinet, Gutierrez, and his secretary, Gen. Congozo, shall call on Gen. Lee to express condolences and the family of McKinley their deep regret. The naval family of Hawaii resolved to participate in the funeral, and to call on Lee and Blasco from him to be allowed to pay the expenses of the funeral and the expenses of caring for the wounded. The military newspaper, *Blanco Del Ejercito* is published to-day in black borders. Blanco will assist at the funeral.

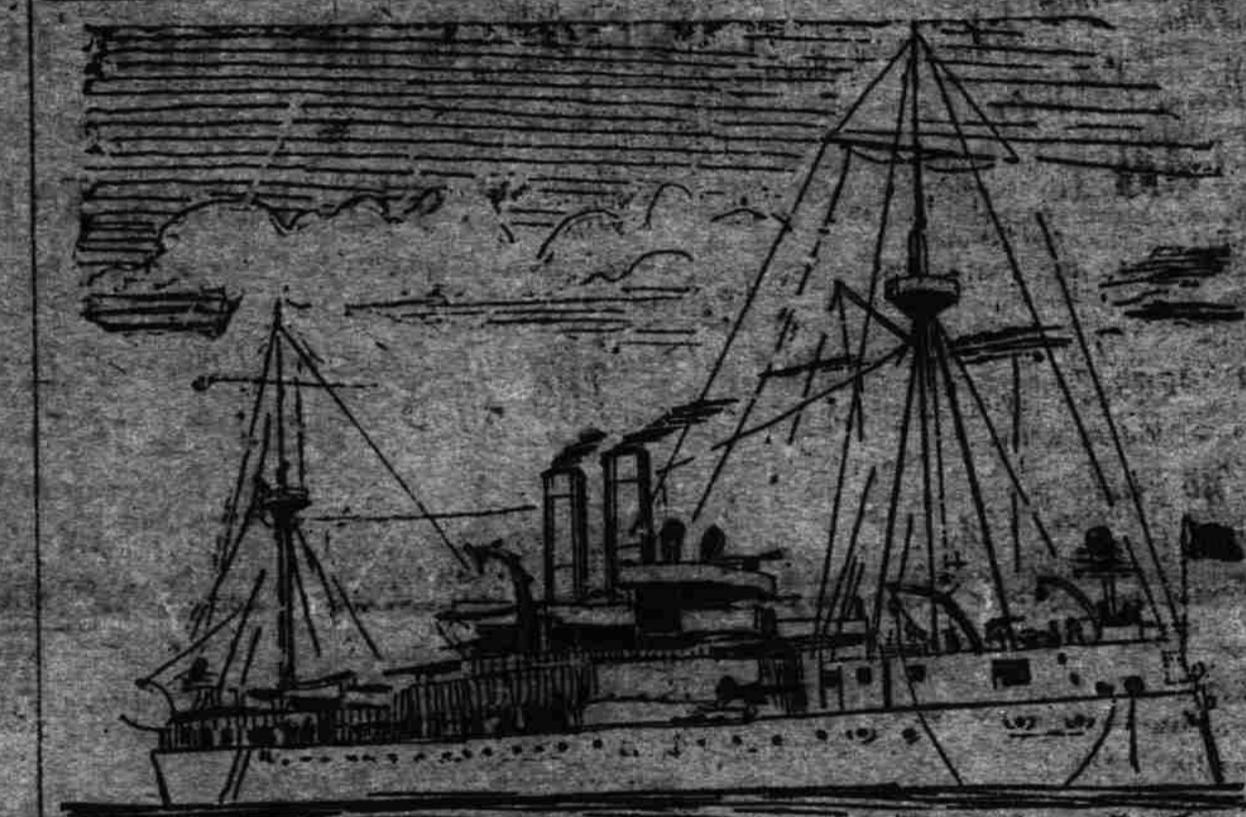
Only sixteen bodies have been recovered. They are at the morgue. Some of them are badly mangled. Others are buried. The bodies which are supposed to be on board will hardly be found on account of the utter destruction of the battleship. A special judge has been appointed to investigate the cause of the disaster.

LAUNCHING OF THE MAINE.

One of the Gazette staff witnessed the launching of the battleship Maine in 1890, reporting the event to the Brooklyn Eagle.

The huge hull of the ship was partly enclosed in a vast hip-roofed building that had been constructed to house a war vessel that was planned for building near the close of the civil war, but owing to the termination of hostilities was never completed. Near this building was another similar but somewhat smaller structure in which was the workshop of redwood ships, which had been begun in 1863, but the work on which had been stopped when the Civil War ended, and from that time on had been used for the storage of those old wooden vessels. We were shown a massive iron and steel structure, the building, built expressly to the Maine. It was a rigidity, for the iron and steel were filled the vessel with a mass of iron and steel, the largest dimensions of iron and steel, so that the building was said to have been too large for the ship.

The day of the launching was a black one, but several thousand people were present to witness the sight. The ship rested in a circle of strong timbers that had been fastened together upon a track leading down into the water. When it was cut loose from the moorings and slid slowly down the incline into the flat bay of the Brooklyn



navy yard the timbers floated about from the hull and the splendid vessel gallantly decked with flags, lay safely in the blue water. She was a beauty even then, without mast or turrets, deck houses or funnela.

The reporter saw the stately ship two years later when she was complete with all her fighting machinery. Painted white outside and inside with gilded trimmings, her guns as bright as if varnished, the staterooms of her officers as handsome as on the painted ocean liners and throughout, including the white uniform of her crew, as immaculately clean, that it was not easy for a layman to regard her as a machine of cruel war. It was also the privilege of the reporter to visit the "lower regions" of the Maine, where 300 men were far beneath the water line fed the furnace with coal, the quarters where the splendid engines did their work heavily guarded from shot and shell by strong bulkheads that made them a separate enclosure far within the heavily armored sides of the ship. He saw also the magazines where the ammunition for the guns was stored. The powder magazines, where the combustible powder was in bags, or in boxes of cartridges, were small chambers cut off from any contact with each other and as far distant from the boilers and engine room as the limits of the vessel would permit. The iron doors to these chambers fit as closely and as securely as those of a burglar-proof safe. The most striking feature of the great vessel, a feature common to all great ocean steamships, that set her apart from the rest was the vast amount of room devoted to the steam boilers. The "smoke hole" of the Maine—the great factor in the safety of the ship where the steam that drove the propellers was manufactured was the most wonderful engineering feature of the vessel. Here in the hot stone hole where the half naked men wheeled and shovelled coal vanished all the splendor and dress parade of the decks above. Long lines of electric lights illuminated the stairs down which the black-faced bare-headed men, wheeled the coal to the furnaces down from which as they were opened at almost minute intervals the light blazed with a red glow and their roar was the deep diapason for the light music of the shovels and coal on the iron floor. One could easily conceive how the blowing up of one of those huge boilers that towered a yard cylinder above the burning furnace would wreck all the splendor that lay above it, that which to all the world, who in viewing turrets and cables and gun barrels, masts and bright yellow funnels and blue uniformed officers and white uniformed crew had never given a thought to the "smoke hole," was the battleship Maine.

THE ZOLA TRIAL.

PARIS PREPARED FOR POSSIBLE DISTURBANCES.

The Entire Police Force Kept on Call—Cavalry to Ride Down Mob.

Paris, Feb. 16.—More evidence was given by experts in the Zola trial today that the borderer was in Estebazy's handwriting. Gen. Palleix harangued the jury arguing against the theory that Estebazy had sought to do with the authorship of the Zola document. He refused Labor's demand for the production of documents.

In the mean time the government continues preparations to deal with riots. Paris has been doubly garrisoned, the entire police force kept on call. Small mountains of gravel are piled on principal streets for use in case of cavalry charges and it is gravely announced that the mob will be ridden down without mercy if it assembles.

SET FIRE TO A GIRL.

Bainbridge, Ga., Feb. 16.—Particulars were received this afternoon of the burning of a young white girl, the daughter of James Alday, a farmer in the remote DeSoto county district on Monday. She went to the spring about 200 yards from the house and on her way back was seized by three unknown negroes who set fire to her skirts, holding her until the fire had secured a good start. All efforts were rushed to her father's door. The fire was extinguished but she cannot survive. The negro will be lynched if caught.

ON PATTON AVENUE NO. EIGHTEEN CORNER STORE FOR RENT. APPLY TO H. C. CHEDISTER, FIRST NATIONAL BANK BUILDING.

A Lady

Recently said: "You are always busy when I come into your store," and so it is. We have what the people want and at prices that interest them. That is why we are busy, but we are never too busy to give all a cordial welcome. Come and see.

SNIDER'S

6 Court Sq.

Arch Front.

BOARD OF TRADE

A MEETING HELD AT NOON YES TERDAY.

An Effort to Get the Convention of the National Educational Association in Asheville

A call meeting of the directors of the board of trade was held at noon yesterday in Capt. Paxton's office.

Capt. Paxton presented resolutions to the effect that a committee be appointed to confer with Prof. Englehardt, city superintendent of education, and to co-operate with him in helping to entertain delegates to the National Educational association convention who pass through Asheville en route to the convention held in Chattanooga on the 22nd of February. John T. Carr and George S. Powell were appointed to the committee. It was also thought desirable to make an effort to get the association to hold its next meeting here, and for this end a committee consisting of Capt. Paxton and Frank Carter were appointed to bring this matter before the board of aldermen Friday night, and request them to appoint a suitable person to the job in person an invitation from the city and the board of trade to hold its next meeting here.

Frank Carter presented resolutions during the appointment by the chair of a committee to get up a pamphlet setting forth Asheville and the various advantages offered by the surrounding country to be distributed by the board of trade. The resolutions were passed and the committee will be appointed later.

Mr. McKeithick was present to request that some action be taken by the board to assist in entertaining the International Press Club and the Pen-and-Pencil club, both of Philadelphia, which arrive here Friday. The matter was left with the president.

Capt. W. T. Mason moved that a special committee be appointed to prepare a report on the advantages offered by Western North Carolina for the location of furnaces and tanning establishments, and that after the completion and reading of such a report, it be published.

Secretary Rawls was instructed to communicate with the gentleman who was in Asheville recently looking after the site for a tannery.

A STEAMSHIP WRECKED

EIGHTY SEVEN LIVES LOST AT ISLAND OF ANAGA.

Ship Foundered in a Thick Fog Fourteen Persons Saved.

Paris, Feb. 16.—The French steamer Plachet from Marseilles for Colon was wrecked off Santa Cruz de Tenerife.

The disaster occurred at 1 o'clock this morning at the Island of Anaga. There was a thick fog at the time. The vessel is a total loss. Forty-nine passengers and thirty-eight of the crew were drowned. The captain, second mate, eleven of the crew and one passenger were saved.

YESTERDAY IN THE HOUSE.

Washington, Feb. 16.—The house today began a four days' discussion of the bankruptcy bill. Little interest is felt in the debate. The Maine disaster overshadowed everything else and but a handful of members listened to the speakers.

NOT DON A SLEDGE.

Editor Shippman of the Hendersonville Hustler was in town yesterday and stated that the young man killed at Zerconia was not Don A. Sledge, as that young man killed at the Hustler once resided.

NORTH CAROLINA GEMS.

The rare beauties of nature, as well represented in Western North Carolina, are becoming better known every day as people who are better educated in the formation and utility of minerals have from time to time shown their appreciation of these gems by using them in all kinds of adornment.

We have decided to close out some of these gems and offer them at prices that should make them all sell in a very few days.

WE OFFER:

One lot of 41 gems at 50 cents each.
One lot of 40 gems at 50 cents each.
One lot of 100 gems at 75 cents each.
One lot of 40 gems at \$1.00 each.
One lot of 25 gems at \$1.50 each.
One lot of 50 gems at \$1.00 each.
One lot of 20 gems at \$1.00 each.
One lot of 5 gems at \$1.00 each.
One lot of 10 gems at \$1.00 each.
One lot of 5 gems at \$1.00 each.
One gem for 50c.

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