

Asheville Daily Gazette.

Vol III: No. 10,

ASHEVILLE, N. C., SATURDAY MORNING, FEBRUARY 19, 1898.

Price 5 Cents.

Oestreich and Company
28 S. Main St.

Our buyer in now in New York purchasing our spring stock of Dry Goods and Notions, which shall command your admiration by the many novelties and choice selections. We will also offer you splendid inducements to patronize us by saving you money on your purchases.

Our present stock of **Lace Curtains** is to be moved; the following price-cuts ought to do it.

\$1.00 Lace Curtains	65c Pair
\$1.25 " "	75c " "
\$1.50 " "	90c " "
\$1.75 " "	\$1.25 " "
\$2.00 " "	\$1.45 " "
\$2.50 " "	\$1.75 " "
\$3.25 " "	\$2.25 " "
\$4.00 " "	\$2.75 " "

Two pairs Ecu Applique Holland Curtains, regular \$5, at \$3.50 per pair.

Chenille Draperies at very low prices.

Big reductions in all Draperies, Silkolines, Denims, Dotted Swisses, etc. Sofa Pillows at half price.

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. No old stock, all '97 pack.

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Clam Chowder!

Are you fond of it? If you are we want you to try our Royal Clam Chowder and if it is not the best you have ever ate we will refund your money. That's fair, isn't it?
Price, 25 cents per dish.

Directions for serving—Put half a teaspoon of hot water into a saucepan, add the chowder, let it come to a boil. If too rich add hot water to suit, also more seasoning, if desired. Serve Hot with crackers, dry toast or bread. This delicious chowder is most carefully and scientifically prepared from the best ingredients the market can supply. No cooking. Simple Heating.

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

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

THE MAINE MYSTERY

Nothing Yet to Throw Light on the Cause of the Disaster

A Warning Circular That Was Sent to Captain Sigsbee.

Appropriation Made to Raise the Wreck of the Battleship.

Washington, Feb. 18.—Secretary Long today dictated the following: "Really no information has been received since Capt. Sigsbee's first dispatch adding anything to our knowledge of the Maine disaster. All we know is that the Maine blew up. There is abundant room for speculation of all sorts but no conclusion can be arrived at until an examination has been made by divers and more facts are obtained. It is a simple fact to say that such a thing might happen by design. Therefore my impression has been all along that it must have been accidental. At the cabinet meeting today the matter was not discussed, except as any body of men talk about an event of that kind. Most of the talk related to the terrible loss of life and expressions of sympathy for the survivors. You may say absolutely there has been no secret cabinet meeting. Nothing has taken place in the cabinet that the public has not been informed about; that the whole policy of this department has been to give the public all dispatches that the department has no more knowledge of the cause of the disaster, or even of the circumstances attending it than have the public, and that any report to the effect that Capt. Sigsbee had warned the department that the Maine was in danger from submarine mines or torpedoes is utterly without foundation."

SIGSBEE WAS WARNED.
Atlanta, Feb. 18.—The Atlanta Journal's Washington correspondent says: Mrs. Sigsbee has given out a circular sent her by Capt. Sigsbee over two weeks ago on which was written the warning words: "Look out for your ship. We will blow your whole rotten navy to pieces if you send it here."

THE SPANISH VISCAYA.
New York, Feb. 18.—The Spanish armored cruiser Viscaya anchored outside the bar at Sandy Hook at 5:50 to-night and will come up the bay to-morrow. The pilot who was first to board her, conveyed the news of the Maine disaster. The Viscaya will come up the bay under escort of navy and police tugs with stars and stripes flying from foremast.

Off Fort Hamilton she will fire a salute of 21 guns. The fort will then run up the Spanish flag and similar salute. Formal visits to naval officers will then be exchanged. The police this morning arranged to co-operate with the navy so as to be able to arrest any disturbance as the navy is without authority to do this. Admiral Blanco designated two navy yard tugs as patrol boats and ordered each to be equipped with machine gun, ammunition, extra coal and plenty of provisions. To the tugs were assigned 100 marines. These tugs with two harbor tugs and police launches will form a patrol.

Lieut. Sharp of the United States army, bearing letters from Assistant Secretary of the Navy Roosevelt, called at police headquarters this morning and asked that the police boat patrol be designated to watch about the Spanish warship. Chief McCullough had already given the order that this be done.

Every policeman in the city was on duty today. Last night Chief McCullough issued an order to be sent to all police captains, notifying them to report back to their precincts immediately after supper and remain in reserve until further orders. Between 5 and 4 o'clock this morning another order was issued from headquarters to the effect that all policemen must remain in reserve during the day.

Norfolk, Va., Feb. 18.—Spanish Vice Consul Humberg has been notified that the cruiser Viscaya will visit Norfolk and Charleston.

INVESTIGATION.
Washington, Feb. 18.—Senator Mason offered a resolution today providing for a private committee to investigate the Maine Disaster. Hale asked that the matter be postponed. Mason in reply said the American people were tired of investigating behind closed doors, that with 250 men lying at the bottom of Havana harbor the people of the United States wanted to know whether she was blown up by her enemies or from spontaneous combustion. Mason said if it was found that the disaster was the result of an accident the people would be better satisfied if a committee of congress should find it so, and no harm would be done.

Senator Boutwell said he had no direct information, official or otherwise, as to the cause of the disaster, but all information at hand tended to strengthen the belief that it was due to an accident.

Mr. Mason said the policy of the government was delay and nothing was stopping the murder of people in Cuba. The De Lome letter had not stopped the murders. The Maine disaster had not stopped them. It was time for the senate to act. Senator Wolcott created a sensation in replying to Mr. Mason. Mr. Wolcott said the senator from Illinois had said the people were losing confidence in one of the great departments of the government, a statement that could not go unchallenged. This country, he said, will never stand and listen to insinuation that the officers will lie. Mr. Wolcott said war might come, in fact it might not be far distant, but our conduct must be such as to make us respect ourselves and make nations respect our position.

BELIEVE IT WAS A TORPEDO.
A few members of the senate and house clinging to the accident theory but the great majority inclines intensely to the belief that a torpedo did the work and that it was sent against the American man of war by Spanish hands, possibly from the Spanish battleship Alfonso XII. In view of this belief which has in most cases become a conviction the feeling is general that the outcome of the investigation ought to be a war with Spain which will wipe out the score with Spanish blood.

Nine-tenths of those in authority who expressed an opinion on the quiet have come to a positive belief that it is only a question of a very short time before Spanish authority for the horror that has shocked the world is made manifest and the conviction is supplemented by another—that the end of all is sure to be war.

Mr. Howard of Georgia, who is a member of the foreign affairs committee, summed up the situation in this way: "We have been working along for many months with a lot of live wires crossed and recrossed and touching at many points. So long as we were able to keep each in place and all properly insulated, there was no danger. But we have all realized that were the insulation to wear off there would be a flash that could only mean war, and it looks as if this is that flash."

Of the republican senators, Mason of Illinois is doing the loudest talking for the papers.

"Spain is responsible for this, and in a sense our own government is partly responsible," he said this morning. "The disaster to the Maine could not have come from the inside—all naval experts agree to that. It was a blow dealt by an enemy and Spain is responsible. When I say our own government is responsible, I mean this: The Maine was sent there on an alleged friendly mission. The administration tried to use the language of diplomacy, when it said the Maine was going to Havana on a friendly mission. That was not the object of the visit and every precaution

should have been taken. Had she gone as she ought—as an enemy in search of a foe—the ship would have given a different account of herself and would not now be at the bottom of the sea. I want to see the administration order the whole fleet to Havana and I want to see the fleet go there on business other than that of a friendly visit. If I had my way we would send one hundred thousand troops to that island and drive the Spaniards off of it. There will never be any peace until Cuba is free of those fellows."

BURIALS OF VICTIMS.
Havana, Feb. 18.—The bodies of those victims of the Maine which had been recovered were buried here late yesterday with great pomp. Havana could have done no greater outward honor had they been their own heroes. Gen. Farrab with four aides-de-camp, representing Captain General Blanco, (whose personal presence was not allowable under the law) having on his right United States Consul General Lee and on his left the mayor of Havana, the Marquis Larrinaga, Admiral Manteola, Gen. Alonso and officers and two companies of marines and infantry participated in the big procession.

The funeral music was furnished by the bands of the Ilesia La Catolica and Porto Rico battalions, which accompanied the bodies. The funeral cortege started from the principal entrance of the city hall on Weyler street, then turned to the right on Mercaderes street, then Ormy street, along the right side of Central Park and finally to the right along San Rafael street to the cemetery where the bishop of Havana personally officiated. The rites at the grave were conducted by torchlight with great solemnity. The bishop donated the ground for the burial. The municipality decorated the coffins.

THE TRADE SITUATION

General Business Conditions Favorable.
Renewed Advances in Staple Articles.
Continued Marked Activity in Iron and Steel.

New York, Feb. 18.—Bradstreet's tomorrow will say: Favorable features dominate the general business situation as a whole, and few commercial conditions present themselves which can be regarded as in any degree disturbing. Chief among those factors which make for continued or growing strength in commercial lines may be mentioned a renewed tendency toward advances in quotations of all staple articles and steadiness of prices in other lines. Perhaps second in the list of auspicious features is a continuation of marked activity in nearly all branches of the iron and steel trade. The failure of the Southern furnace men to reach a price agreement of course is a depressing feature in that particular section, which, however finds a counterbalancing factor in the interest to advance prices reported from the Bessemer ore producers.

The volume of the distributive trade shows an increase, notably in dry goods and groceries to so many widely separated points as to warrant the conclusion that the spring trade is receiving a perceptible impetus. At the West the iron and steel mills are reported generally busily employed and unwilling to take orders for early delivery. At Chicago 50,000 tons of steel rails have been sold during the past two weeks.

The bicycle trade is reported starting up well West but still slow East, where however the cotton goods situation is one of hopeful strength owing to the strength of raw material and the restriction of production due to the New England mill strikes. The strength of cotton, sugar and rice and the demand for iron all favor the Southern trade situation which is also being helped by the growing foreign trade in cotton goods.

Activity in Alaskan shipments keeps vessels busy on the Pacific coast and freight rates are firm. California crop prospects are not encouraging as a whole. Business failures continue to decrease, aggregating only 285 for the week, against 385 the corresponding week of 1897. Of the total number of concerns failing, 51 per cent had capital not exceeding \$5,000 and 95 per cent had capital below \$50,000.

PICTURE FRAMING.
See the new style picture mouldings, mats, etc., and learn about the prices that make this department always a very busy one at Law's, 35 Patton Ave. 315-2

SIGSBEE DEBARRED

From Sending Divers Down Into the Sunken Hull of His Ship.
Spanish Guard About the Maine Say No, and Manteola Breaks His Word.
Lee Goes to Blanco With Protest That the Ship is Property of the United States.

Havana, Feb. 18.—Capt. Sigsbee, Lieut. Commander Wainwright, Chief Engineer Howell and Lieut. Holman went this morning to where the wreck lies in order to find the bodies of Lieut. Jenkins and Assistant Engineer Merritt. They brought several divers for the purpose. As soon as they approached the wreck they were stopped by a guard of armed Spanish sailors which surrounds the wreck. Capt. Sigsbee told the guard, who he was and what his intentions were but they emphatically refused to permit him to advance further.

"Neither you captain, nor any one else is permitted to come any nearer," they said. Then they explained they had most stringent orders not to allow any diver employed by Americans to go down into the Maine without being accompanied by Spanish divers. Capt. Sigsbee at once reported to Consul General Lee who immediately started to the palace. He explained to Admiral Manteola that as the Maine is the property of the American government that no one but American divers and American officers have a right without American authority to go into the wreck or handle anything belonging to it.

Admiral Manteola said he would give special orders to the guard to permit Sigsbee to do whatever he desired at the wreck of his vessel. Nevertheless the promise was not kept.

Sigsbee and his staff held a lengthy consultation on the fern. They discussed the project of beginning immediate examination by their divers. It was finally decided to await the arrival of the board of inquiry.

This solution of the difficulty was given out by the Spanish at 3 p. m.

As no steps had been taken to carry out the promise of the Spanish admiral, Gen. Lee drove to the palace of General Blanco to press the right claimed by the Americans before the highest Spanish authority in the island.

Blanco said the Spanish government was very much interested to have its own divers examine the Maine in order to learn, if possible the cause of the disaster. Lee held to his argument that the Maine is the property of the United States and therefore only the Maine's captain and officers under his command and divers controlled by him may properly conduct the investigations.

Finally it was agreed to ask the government at Washington if it was willing that Spanish divers should go into the Maine's hull.

With regard to Capt. Sigsbee's request it was decided that American divers may enter the wreck but Spanish divers may

Over Stocked
We are not overstocked on **Webb's Cream Corn.**
The trouble is, we can't get enough to carry us through the season, but what we have we are selling for **12 1/2 Cents a Can.**
Don't fail to try it; you will know what to buy next season.

SNIDER'S
6 Court Sq.
Arch Front.

examine the waters outside the battleship because they are Spanish waters.

A FORECAST FROM SPAIN.
Madrid, Feb. 18.—The newspapers here are urging the government to adopt great precautions when the American divers arrive, and not to allow them to descend alone and examine the Maine, as divers sent by private persons might be bribed to report at variance with the actual facts and might even do something to the hull which would serve as a confirmation of their report. The newspapers here fear serious trouble unless a strict supervision is exercised and they claim to foresee the necessity for employing divers of a third nation to arbitrate in the event of a disagreement between the Spanish and American divers. The whole press enjoins the most rigorous supervision of the wreck of the Maine.

TO RAISE THE SHIP.
A resolution offered by Senator Hale, appropriating \$300,000 for raising the Maine and saving what property could be saved was passed by the senate without objection, being amended so as to authorize the secretary to direct that the remains of the officers and sailors be brought to the United States for interment. The house passed a similar resolution.

The resolution was prepared at the navy department and introduced at the request of Secretary Long, who sent a letter explaining its purpose in which he said: "The meagre information received respecting the nature and extent of the injury sustained by the hull of the Maine renders it difficult to determine at this time whether there is reason to hope that the vessel herself may be raised, but it seems probable as she lies within the protection of a harbor and is not wholly submerged, that much valuable property may be recovered if the necessary action is taken without delay. The vessel, with her stores, guns, material equipment, fittings and appurtenances cost approximately \$5,000,000. As an illustration as to the value of single items which may have escaped serious injury, it is said that the ten-inch guns of which the Maine carried four, were worth with their mounts, \$43,500 each. Aside from the melancholy duty resting upon the government to recover and to bring to this country for burial, if this may be done, the bodies of officers and men who lost their lives in this disaster, it is believed that much valuable property may be saved from the vessel. In any event, it is of the most importance that whatever is done in this matter should be entered upon without delay. The sinking of the Maine will be made the subject of immediate and exhaustive inquiry and congress will be fully advised of the result of such investigation."

A QUARANTINE FIGHT.
Washington, Feb. 18.—The fight against the marine hospital hospital service is on again, over the question of national or state quarantine in time of epidemic. There are a number of bills before the house committee on interstate and foreign commerce on this subject. The committee today heard arguments, one of which is known as the Caffery bill, advocated by Louisiana's senator out of a conviction of the necessity of national control. Another measure known as the Spooner bill deals with the subject in a more liberal manner and does not purpose interfering with state control. Dr. Doty, of New York, health officer, the principal speaker, advocated the Spooner bill, asserting state control to be much more effective than national.

DIED FROM HER BURNS.
Hendersonville, Feb. 18.—Miss Sushofsky was so badly burned yesterday, died last night. She was buried this evening.

KINDLING 80c PER BARRELL FULL.
About 20 barrels full. At Law's, 35 Patton Ave. \$13-5

NORTH CAROLINA GEMS.
The rare beauties of nature, so 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 60 cents each.
One lot of 169 gems at 75 cents each.
One lot of 40 gems at \$1.00 each.
One lot of 32 gems at \$1.35 each—Gold.
One lot of 3 gems at \$1.50 each.
One lot of 5 gems at \$2.00 each.
One lot of 5 gems at \$2.50 each—Gold.
One lot of 3 gems at \$4.00 each.
One gem for \$4.00.

ARTHUR M. FIELD,
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