

AMUSEMENTS

Los Angeles Theater C. M. WOOD, Lessee and Treasurer. H. C. WYATT, Manager.

Five Nights—COMMENCING TUESDAY, Feb. 22—MATINEE SATURDAY. The Girl From Paris

Los Angeles Theater TONIGHT ONLY—SATURDAY EVENING, Feb. 19—Explorations in Northernmost Greenland by Lieut. R. S. Peary

Opera House Matinee Today Joe—Doner—Nello. Novelty Sketch Artists: Miss Jessie Miller, Accomplished Cornet Soloist; Dolline

Burbank Theater THURSDAY, FRIDAY, SATURDAY MATINEE AND EVENING. The Elford Co. IN THE ROARING FARCE COMEDY Mrs. Partington and Her Son Ike

California Limited Via Santa Fe Route Runs Every Other Day

Kite-Shaped Track... DONE IN A DAY ON THE TUESDAY AND SATURDAY SPECIALS

Redlands Excursion Tuesday February 22 Round Trip \$2.75

Agricultural Park Sunday and Tuesday, February 20 and 22

Ostrich Farm NEARLY 100 GIANTIC BIRDS OF ALL AGES

Hotel Brainerd A new and elegantly furnished family and tourist hotel

Wilshire Park Baseball Every Sunday, 1:30 Formerly Fiesta Park

FUNERAL OF MISS WILLARD WILL BE HELD AT NEW YORK TOMORROW

Friends in the West Express Appreciation of the Dead Woman's Character and Work

CHICAGO, Feb. 18.—Funeral services over the remains of Miss Frances E. Willard, president of the World's W. C. T. U., will be held in New York Sunday.

Miss Katherine L. Stevenson, corresponding secretary of the W. C. T. U., said it was the present intention to have a committee of Miss Willard's friends and co-workers in Chicago meet the body between here and New York city and act as an escort during the journey west.

The body will then be taken to Miss Willard's late home in Evanston, where, on Thursday, the funeral will be held, probably from the First Methodist church, which Miss Willard attended for years.

It is possible that the date of the program may be changed, as the church is comparatively a small one and would probably be totally inadequate to hold the crowds who would wish to attend the funeral of the dead temperance leader.

The interment will take place at Rose Hill cemetery, where Miss Willard's mother is buried.

FRIENDS EXPRESS GRIEF CHICAGO, Feb. 18.—Although the fatal termination of Miss Willard's illness was not entirely unexpected in Evanston, it was, nevertheless, an intense shock to her friends when the heart of it today.

Before she developed those qualities of leadership which raised her to a position of so great a prominence as an advocate of temperance, Miss Willard was well known to many now living in Evanston, whose friendship was on the same intimate footing when the great leader attained the height of her fame as when her gentle influence and budding genius first made itself felt in the little village.

"Rest cottage," where Miss Willard made her home, was always kept ready for her return. The souvenir of her work and the many articles of household furniture made dear by association were cherished with great care, and her room was kept in constant readiness for an unexpected visitor.

A. W. Kimball, a personal friend of the lamented leader and well known in temperance circles, lived in the cottage, and when told of the death, said: "I am indescribably shocked. White Ribbons are all the world over will feel her loss. Miss Willard occupied a position which can never be filled. The good work she will do on, but her absence as a leader will be deeply felt. The impetus which Miss Willard has given to the work of saving the temple will carry it through. Her friends will accept of the duty of continuing the work commenced by her as a bequest, and will feel that it would be a violation of her confidence to permit the work to be left to others."

Miss Willard threw herself into the work of raising funds for the temple with her characteristic energy and self-sacrifice. It is in what cost her her life. Her health was not strong enough to permit her undertaking so great a work, but she left personal considerations aside. Miss Willard had a great following, and if she were to be missed, it is probable that

SAILORS' SPECULATION WAS PROBABLY ACCIDENT, NOT DESIGN

SECRETARY LONG INDUCED TO MAKE SPECIFIC AND EMPHATIC DENIAL OF WILD RUMORS

NO NEW INFORMATION OF IMPORTANCE SINCE CAPTAIN SIGSBEE'S FIRST DISPATCH, AND THE MYSTERY OF THE MAINE'S DISASTER WILL PROBABLY REMAIN UNSOLVED TILL AFTER THE COURT'S INVESTIGATION

WASHINGTON, Feb. 18.—(By Associated Press.) The feature of the day at the navy department was the large number of rumors of a warlike tendency that came to the attention of the officials as requiring attention, and in every case contradiction. So formidable had grown the list that at the close of office hours Secretary Long was induced to make the following statement, as the easiest manner of disposing of one time of all these stories:

"Really no information has been received since Capt. Sigsbee's first dispatch, adding anything to our knowledge of the disaster. All we know is that the Maine blew up. There is an abundant room for speculation of all sorts, but no conclusion can be arrived at until an examination has been made by the divers and more facts obtained. It is a simple fact to say that such a thing might happen by design or it might happen by accident. As yet there is no indication of design. Therefore my impression has been all along, and it certainly has been, that the preponderance in the same direction, that it must have been accidental. NO DISCUSSION IN THE CABINET

"At the cabinet meeting today the public all the dispatches; that the department has no more knowledge on the subject of the cause of the disaster, or even of the circumstances attending it, than has the public, and that the report which was to the effect that Capt. Sigsbee had been warned that the Maine was in danger from submarine mines or torpedoes is utterly without foundation, no such report ever having been received from him or anybody else."

WILD RUMORS DENIED The secretary also denied briefly and comprehensively wild rumors that he had requested the chief of police of New York to guard the Vizcaya, and that he had selected Constructor Bowles to go to Havana and raise the Maine. The last work of the day for him was to consult the representatives of the wrecking companies who probably will have charge of this work, and endeavor to arrange for both of them to work together so as to secure the use of each peculiar plant and to save time.

ESTIMATES SIGSBEE'S CONDUCT The secretary, when asked what was the department's estimate of the conduct of Capt. Sigsbee in the trying situation in which he had been placed, replied: "I think I express the feeling of the president, as well as my own, public all the dispatches; that the department has no more knowledge on the subject of the cause of the disaster, or even of the circumstances attending it, than has the public, and that the report which was to the effect that Capt. Sigsbee had been warned that the Maine was in danger from submarine mines or torpedoes is utterly without foundation, no such report ever having been received from him or anybody else."

THE WRECK GUARDED Newspaper Investigators Not Allowed to Work

HAVANA, Feb. 18.—On the night of the disaster Captain Sigsbee requested Admiral Manterola to station boats around the wreck so as to prevent newspaper men from approaching it without official permits. As a result only those with special permits are allowed to get near the wreck. Captain Sigsbee himself, however, was not permitted to return and get a formal permit from the naval authorities.

Admiral Manterola refused to allow the divers sent here by American newspapers to make any investigation near the wreck, at least until Captain Sigsbee shall have finished his official duties. This morning Lieutenant-Commander Wainwright, Lieutenant Holman and Chief Engineer Howell went with divers to search for the bodies of Lieut. Jenkins and Assistant Engineer Merritt, but the guards would not allow them to make the search, and they returned to the consulate and made a formal report to the Consul-General Lee. However, the agreement reached between Captain Sigsbee and General Blanco was that the American commander is to be permitted to send any divers, even the divers sent here by the American newspapers, in his official investigation.

Captain Sigsbee and the commander of the Fern, accompanied by General Lee, visited the captured ship yesterday and had a conference, at which it was decided that the American press divers should not be allowed to go inside the wreck, but that they should be permitted to search for the bodies of Lieut. Jenkins and Assistant Engineer Merritt. The government has wired to Washington requesting permission for Spanish naval divers to examine the wreck outside. The tug G. W. Childs has arrived.

A revolting incident of the day has been the presence of vultures wheeling in the air over the wreck.

With Lieut.-Commander Wainwright, Lieut. Holman and Chief Engineer Howell, Captain Sigsbee went on board the wreck this morning. Every one of the survivors, General Blanco and the crew, continue to co-operate with Captain Sigsbee and General Lee. There is sincere regret that circumstances make it impossible to permit the divers to search for the remains of their loved ones be sent home for burial, but in cases where the officers of the Maine deem it practically necessary, the bodies of the dead are being sent to the United States.

The feeling of the community is that social functions would be out of place at a time of such mourning and these will be suspended for the present.

EXPERT OPINION Concerning Destruction of the Warship Maine

WASHINGTON, Feb. 18.—The opinion of one of the leading experts in the use of high explosives, Professor Alger of the ordnance bureau, as to the cause of the explosion on the Maine is as follows:

"As to the question of the cause of the Maine's explosion, we know that no torpedo such as is known to modern warfare can, of itself, cause an explosion of the character of that on board the Maine. We know of no instance where the explosion of a torpedo or a mine under a ship's bottom has exploded the magazine, and it has simply torn a great hole in the ship's bottom, through which the water entered and in consequence of which the ship sank. The boilers could not have exploded, as, being at anchor, there would have only been enough steam kept up to operate the dynamos and supply the needs of the ship. The fires would probably have been double banked. Granted and twisted beams, the heavy steel plates bent like pieces of cardboard, together with the chaotic condition of the massive turrets and the bow out of the water and then thrown back as if to break the vessel in two and then dropped each side into the water, a wrecked mass, was reproduced by the photograph in all its horror.

These photographs fully confirm the description given of the explosion by the survivors who are now being cared for by the authorities of this city.

REPORTS FROM LEE One Hundred and Thirty-five Bodies Recovered

HAVANA, Feb. 18.—Gen. Lee has received many dispatches from newspapers in the United States with reference to the Maine disaster, to which consular regulations prevent him from replying. The consular general said today that he had not heard of any hole's being found in the bottom of the ship, and that the United States court of naval inquiry would have charge of all questions regarding the loss of the Maine.

The Mangrove sailed this evening for Key West, with Edward Mattson, B. H. Wilbur, J. O. White, Daniel Cronin, John Coffey, J. H. B. Lever, Fred Hernes, Chas. Elker, James Edwards and William McGinnis. Two more of the wounded sailors died today. Alfred J. Holland died at the military hospital.

At 8 o'clock this evening 135 bodies had been recovered.

THE VIZCAYA ARRIVES

EXTRAORDINARY MEASURES FOR HER PROTECTION

WORK ON THE MAINE'S WRECK

The Sailor Who Saw a Mysterious Object Approach—An Indiscreet Diplomat

Associated Press Special Wire

NEW YORK, Feb. 18.—The Spanish armored cruiser Vizcaya is in New York water. She dropped her anchor five miles south of Sandy Hook lightship at 6:30 p. m., after a 15-day voyage from the Canary islands. When the Vizcaya arrived, the learned the startling news of the disaster to the American battleship Maine in Havana harbor and of the downfall of former Minister de Lome, they broke into a wild uproar of talk. For a couple of minutes all discipline on the great warship seemed to vanish. Men rushed below to tell their comrades in the lower decks.

Early tomorrow morning the Vizcaya will come up to the anchorage selected for her in the upper bay.

Rear Admiral Bunce has given final instructions to Lieut. John Dougherty, who will have charge of patrol tugs, six in number, to guard the Spanish cruiser Vizcaya during her stay in this vicinity. Lieut. Dougherty will make his headquarters on the navy tug Nina, and if other tug from the navy yard is needed, he will be principally as a dispatch boat, carrying messages between the navy yard and the guard boats.

The Spanish warship will have entire charge of the patrol, which will consist, besides the two tugs mentioned, of two tugs of the supervisor of the harbor and two police patrol boats. The watches will be divided between the six boats, two being on duty on each turn. Each boat is to have on board, while on watch, four marines and one non-commissioned officer of marines, a resident and four policemen of the metropolitan force.

While on duty, the boats are to patrol carefully the waters in the vicinity of the Spanish warship, and no boat or person will be allowed to approach the Vizcaya without the sanction of the commanding officer of the vessel.

Lieut. Nields of the marine corps will be in charge of the thirty-six marines, who will be quartered on board the Nina.

At night it is intended to keep the Vizcaya brilliantly illuminated with electric lights, and the search lights will also be well lighted, so there can be no possible means of approaching the Vizcaya without detection.

WORK ON THE WRECK Will Be Done Only Under Proper Supervision

WASHINGTON, Feb. 18.—The navy department tonight received the following message from Captain Sigsbee:

"With Lieut. Sigsbee and Bowles, today visited Captain General Blanco and other chiefs of civil and military branches of government and returned thanks for great demonstrations of sympathy and aid for their continued care of the dead and for other good offices now being exercised in our behalf. Received additional assurances of sympathy and desire to help the Spanish authorities feel the situation acutely. I have promised to maintain official character of all work done on wreck of Maine. No friction anywhere."

(Signed) "SIGSBEE."

The reference to the official character of the work is interpreted at the navy department that no divers hired by newspapers will be permitted to search for the wreck. As to published statements that Spain intends to claim a joint interest in the work of the court of inquiry, the department says that under the harbor regulations of the Maimes, local authorities are bound to make an official investigation of any wreck occurring in their jurisdiction, irrespective of the nationality of the vessel, and any investigation by another government in case it is a craft owned by a foreign power. As the matter is understood here, this is the only right Spain claims in the case, and it is conceded to her. The present case of the Spanish legation. A message was received this afternoon that the coast survey steamer Albatross, with divers and apparatus on board, had sailed from Tampa for Havana.

A SAILOR'S YARN He Saw a Torpedo but Gave No Warning

NEW YORK, Feb. 18.—The Herald this morning prints the following from its Key West correspondent:

I learn on undoubted authority that one of the mained sailors who was taken to the marine hospital before the explosion of the kid treatment and careful nursing received from the surgeon and attendants, has broken the seal of silence enjoined by his superior officers before he sailed for Havana, and makes a statement, the truth of which cannot be doubted, and which points to the deliberate destruction of the vessel.

The sailor, whose name for obvious reasons, is withheld for the present, says he was on the watch on the forward deck shortly before the explosion occurred.

While looking over the Maine's bow into the dark water, he saw a black object slowly coming toward the vessel. "The object, whatever it was, was apparently illuminated and emitted smoke. He suspected something was up and tried to communicate the fact to the officer of duty, when the explosion took place. The Maine was raised in the air and he was thrown to the deck, stunned and bleeding.

He also says that simultaneously with the raising of the Maine he saw the steam launch, which was moored alongside the Maine, also thrown out of the water.

This occurred before the second explosion in the Maine's magazine was felt, and which sent her to the bottom.

THE INQUIRY Admiral Sigsbee is Preparing the Advices Order

KEY WEST, Feb. 18.—Rear Admiral Sigsbee is preparing a precept or advance order for assembling the court of inquiry here into the loss of the Maine. The warship Iowa, Indiana and Massachusetts are expected tonight or tomorrow morning. Their officers and those of the cruiser New York will probably compose a majority of the court.

The court may proceed later to Havana. A room in the federal court here will most likely be secured for the sittings.

As regards the story that one of the crew of the Maine saw a small object emitting smoke approaching the warship just before the explosion, the correspondent of the Associated Press has interviewed the man in the hospital who was said to have circulated the story and he absolutely denied it. Lieut. Blandin, officer of the deck at the time of the explosion, and Lieut. Hood, who was with him, both positively deny that such a story could have any foundation unless it was the smoke of the City of Washington that misled someone.

ATTACHE SOBRIA Talks Altogether Too Much for a Good Diplomat

NEW YORK, Feb. 18.—The Herald tomorrow will say:

Lieutenant J. Sobria, naval attaché of the Spanish legation at Washington, was

carried to the Colon cemetery, where Chaplain Chadwick of the Maine conducts funeral services.

Among those identified, whose names have not been already cabled, are those of Charles Frank, Flynn (Michael or Patrick), Francis Phillips, Noble T. Mudd, Thomas J. Jones, Francis J. McNeice, Berry (John P. or Lewis L.), Charles Curran, Patrick Hughes, William Donoghue, Frank Sutton, Daniel Prince, Henry Cross, Chas. F. Just, Daniel J. Boyle, William H. Horn, Joseph Scully, James T. League, Truitt Finch, Thomas J. Hearty, Walter Sellers, Charles Frank, Fisher (Frank or A. J.). There remain, the San Ambrosio, Wm. Mattison, Francis D. Cahill, Frederick C. Hoher and James W. Allen, still in a serious condition, but better than they were yesterday.

Geo. W. Koebler, John Heffron and Jeremiah Shea are somewhat improved. Dr. Mann does not despair of saving them all.

The bishop of Havana telephoned Chaplain Chadwick a license to hear the confessions of our poor sailors.

NO ACTION NEEDED Until the Cause of the Disaster is Discovered

WASHINGTON, Feb. 18.—At an early hour this morning President McKinley decided to make the following statement regarding the Maine, which was given out by his secretary:

Based upon information now in his possession, the president believes that the Maine was blown up as the result of an accident. If it is found that the disaster was not an accident, prompt and decisive steps will be taken in the premises. The finding of the naval court will develop the cause, and unless that is subverted nothing will be done.

PICTURES TAKEN Confirm the Accounts Given by the Survivors

NEW YORK, Feb. 18.—A dispatch to the Herald from Key West says:

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