Double Sheet

THE HERALD

Ten Pages

TWENTY-FIFTH YEAR. NO. 148. LOS ANGELES, FRIDAY MORNING, FEBRUARY 25, 1898 PRICE FIVE CENTS

AMUSEMENTS

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

TONIGHT AND REMAINDER OF WEEK—MATINEE SATURDAY

EDWARD E. RICE'S Superb Spectacle. It is to laugh. *The Girl From Paris*

Magnificent Scenery, Gorgeous Costumes, Excellent Cast, Beautiful Chorus. A Great Show. The Top Notch of Success. Seats now on sale. Popular prices, 25c, 50c, 75c, $1. Tel. Main 70

.....NEXT ATTRACTION—THE KINGS OF MINSTRELSY.....

THREE NIGHTS—COMMENCING MONDAY EVENING, FEB. 28—WEDNESDAY MATINEE

Primrose & West's Big Minstrels

George H. Primrose, America's Greatest Minstrel | *George Wilson*, The Famous Comedian, E. M. HALL and Forty Others

WATCH FOR THE GRAND STREET PARADE.....Prices—25c, 50c, 75c, $1. Tel. Main 70

Orpheum Los Angeles' Society Vaudeville Theater *Tonight — Tonight*

The Great Clivette, assisted by Mme. Clivette, in a Wonderful Exhibition of Jugglery and Laughable Silhouettes; Brothers Damm, Famous Eccentric Acrobats; Williams and Adams, the Monte Carlo Millionaires; Prof. Files' Famous Performing Dogs; Miss Fannie Bloodgood, Descriptive Vocalist; last week of Dolline Cole, La Petite Lund, Joe and Nellie Donner.

PRICES NEVER CHANGING—Evening Reserved Seats, 25 and 50 cents; Gallery, 10 cents. Regular Matinees, Wednesday, Saturday and Sunday..... Telephone Main 1447

Burbank Theater JOHN C. FISHER, Manager.

THE ONLY THEATER IN THE CITY WITH HEATING FACILITIES

.....WEEK COMMENCING MONDAY, FEB. 21.....

The Elleford Co. TONIGHT and Remainder of week, including Saturday Matinee

THE COMEDY SUCCESS *New York Day By Day*

Prices, 15c, 25c, 35c, 50c. Matinees, 10c and 25c. Telephone Main 1270

California Limited

Via Santa Fe Route

Runs Every Other Day

Leaves Los Angeles...8:00 a.m. Sunday, Tuesday and Friday
Leaves Pasadena.....8:25 a.m. Sunday, Tuesday and Friday
Arrive Kansas City.....6:10 p.m. Tuesday, Thursday and Sunday
Arrive St. Louis.....7:00 a.m. Wednesday; Friday and Monday
Arrive Chicago.....9:43 a.m. Wednesday, Friday and Monday

This splendid train is for first-class travel only, but there is no extra charge beyond the regular ticket and sleeping-car rate. Dining cars serve breakfast leaving Los Angeles. Vestibuled and electric lighted. All the luxuries of modern travel.

Kite-Shaped Track...

DONE IN A DAY ON THE TUESDAY AND SATURDAY SPECIALS

In addition to the regular train service the Santa Fe runs on every Tuesday a special express train, taking in Redlands, Riverside and the beauties of Santa Ana Canyon. Leaves Los Angeles at 9 a. m; leaves Pasadena at 9:25 a. m. Returning arrives at Los Angeles at 6:25 p.m., Pasadena 6:50 p. m., giving two hours stop at both Redlands and Riverside.

The Observation Car ON THIS TRAIN AFFORDS PLEASANT OPPORTUNITY FOR SEEING THE SIGHTS

San Diego and Coronado Beach

.....THE MOST BEAUTIFUL SPOT IN THE WORLD.....

Two daily trains, carrying parlor cars, make the run in about four hours from Los Angeles, and on Tuesday, Thursday and Saturday nights the Coronado Special will run. The ride is delightful, carrying you for seventy miles along the Pacific Ocean beach.

Santa Fe Route Office, 200 Spring St., corner Second.

Ostrich Farm . . South Pasadena . .

NEARLY 100 GIGANTIC BIRDS OF ALL AGES.

Open daily to visitors Tips, Plumes, Boas and Capes for sale direct from the producer. N. B.—We have no agency in Los Angeles, and have for sale the only genuine California feathers on the market. The most appropriate present to send east.

Hazard's Pavilion MONDAY EVENING, FEB 28, under the management of the LOS ANGELES ATHLETIC CLUB.

15-Round Boxing Contest between JOE GODDARD and JIM JEFFRIES.
10 rounds.....Dan Long vs. Bob Jones. 10 rounds Bob Thompson vs. Ed Trimble
Admission—$1.00, $1.50, $2.00, $2.50. On sale at the Los Angeles Athletic Club.

Hotel Brainard—A new and elegantly-furnished family and tourist hotel; first-class, but moderate rates; 150 rooms, 75 with bath; all modern conveniences; American and European plan; now open; opposite postoffice, Main street, Los Angeles. ISAAC HOSIER, Proprietor.

Wilshire Park *Baseball Every Sunday, 1:30* Formerly Fiesta Park, Twelfth and Grand

A BAD BICYCLIST

Stood Off His Captor and Made His Escape

STOCKTON, Feb. 24.—Deputy Sheriffs Black and Wall started for New Hope with rifles this afternoon to capture if possible a young fellow who stole a bicycle last evening in this city. A message to the sheriff from New Hope said a stranger had sold a bicycle for $5. Shortly before 3 oclock another message said the fellow had been captured and had escaped. The officer who captured him left him in charge of another for a moment and also left his pistol under the seat of the buggy in which the prisoner was sitting. As soon as the officer was out of sight the thief took the pistol from under the seat, stood the guard off and drove away.

Several persons started in pursuit as soon as possible and a message said a shot had been heard in the direction taken by the fugitive and his pursurers.

THE LAST RITES

Over the Remain of the W. C. T. U President

EVANSTON, Ill., Feb. 24.—The last rites over the body of the late Miss Frances E. Willard, president of the W. C. T. U., were performed here today. Private services were first held at Rest cottage, Miss Willard's home, and the casket was then conveyed to the First Methodist Episcopal church, where the final services were held. After the church ceremonies the immense crowd in and around the edifice was permitted to take a last look at Miss Willard's face. Then, borne on the shoulders of six stalwart students of the Northwestern university, the casket was conveyed to the hearse and thence to Rosehill cemetery.

The casket was deposited in the receiving vault and will remain there until spring, when Miss Willard's remains will be buried at the side of her mother.

A BRYAN BANQUET

With a Sensible Talk From the Silver Leader

TOPEKA, Kan., Feb. 24.—William J. Bryan addressed 600 Democrats at a banquet held in this city tonight. Many speakers of state prominence addressed the meeting. Mr. Bryan asserted that the money power is to be the paramount issue in the next campaign, and cited the fact that the national committees of the Democrats, the Populists and the Free Silver Republicans have issued an address, in which they assert the money question is the issue, and call for co-operation of the forces, that it may triumph.

In an interview, Mr. Bryan declined to discuss the present crisis with Spain. He said there is time enough to discuss that affair when the official investigating committee of the Maine affair had made its report.

A Miners' Quarrel

ROSEBURG, Ore., Feb. 24.—J. N. Casteel, an old and well known miner of this section was shot and killed today by his partner, named Oldberman. The shooting occurred at Casteel's mine, eight miles from Myrtle creek, and Oldberman claims he shot in self-defense. The trouble grew out of a dispute over money. Oldberman is under arrest.

TABULATING HARBOR BIDS

The Contract to Be Let as Soon as the Sundry Civil Bill Is Passed by the Senate

WASHINGTON, Feb. 24.—(Special to The Herald.) A great batch of papers in connection with the business of San Pedro harbor improvement reached the war department today and the work of tabulating information for submission to Secretary Alger, who is at last able to be at his office, though he cannot do any work, was at once begun. When this is finished there remains but little to be done on the part of the secretary. He will scrutinize the bids, and it is reported that he has decided to give the contract to the lowest bidder for the use of land-quarry stone. This action will be taken because of the greater density of the material. It is now believed that the contract will be awarded as soon as the senate passes the sundry civil bill.

Although the war department officials will not give out any information it is understood that Major Davis has recommended that the contract be awarded to Heldmayer & Neu of Chicago, the lowest bidders. E. A. Hingston, of the firm of Hingston & Sylvester, of Buffalo, N. Y., arrived in Washington this morning. He says he can convince the department that his bid is really lowest, even though it is $40,000 higher than that submitted by the Chicago firm, on its face. It is believed that other bidders will come to Washington and endeavor to secure the contract through political and other influences.

KNOW NOTHING

As to the Cause of the Wreck of the Maine

UNWARRANTED RUMOR

IMPELS SECRETARY LONG TO MAKE DENIAL

CAPT. SIGSBEE HARD AT WORK

Official Reports From the Scene of the Wreck Furnish No Basis for Opinions

Associated Press Special Wire

WASHINGTON, Feb. 24.—Rumors of startling discoveries in the wreck of the Maine were less frequent, but there were enough of them still afloat today to warrant Secretary Long in making this statement to newspaper men:

"Summing up the situation, I should say that the navy department knows today nothing more about the cause of the disaster than it did five minutes after the receipt of the first dispatches from Captain Sigsbee."

Until the conclusion of the investigation of the court of inquiry at Havana, the principal business of the navy department in connection with the Maine will relate to the conduct of the wrecking operations. Captain Lemley, the judge advocate general, who has this branch of the work immediatey in charge, today received telegrams from the Merritt & Chapman Wrecking company at New York, stating that the steamer Merritt and wrecking lighter Sharpe had sailed for Havana, and that the tug Underwriter, with the chief, would leave New York Saturday for the same place.

The only exact information received by the navy department from Havana during the day was conveyed in Captain Sigsbee's telegram, as follows:

"Long, Secretary of Navy: Wrecking tug Right Arm arrived yesterday; begins work today. Much encumbering metal must be blasted away in detail. Navy divers down aft, seven days; forward, four days. Bodies of Merritt and Jenkins not found. Two unidentified bodies of crew found yesterday. Aft apartment filled with detached, broken and buoyant furniture and fittings, mud and confusion. Spanish authorities continue offers of assistance and care for wounded and dead. Everything that goes from the wreck to the United States should be disinfected. Wrecking company should provide for this.

"Surgeon of the Maine, after consulting with others, recommended that all bedding and clothing should be abandoned. Might be given to the acclimated poor. Useless fitting and equipments might be towed to sea and sunk. Will take all immediate responsibility, but will abide by department's instructions.

"Friends of dead should understand we are in the tropics. Chaplain Chadwick is charged with all matters relating to the dead. His conduct is beyond praise. Don't know what reports are being printed, but the intelligent, active representatives of the press have been very considerate of me and my position."

Secretary Long immediately answered Captain Sigsbee, approving all his recommendations. He was directed to have Lieutenant Wainwright, the executive officer of the Maine, make arrangements with the wreckers for the disinfection of everything sent to the United States.

The recommendation that all bedding and clothing be abandoned, and, if need be, given to the acclimated poor, was approved without comment. The same approval was given to the suggestion that useless fittings and equipment be towed to sea and thrown overboard, it being left to Captain Sigsbee's judgment to determine how far this destruction should be carried on. To the captain's inquiry as to the saving of old metal and parts of the superstructure, the answer was given that such material was of no use to the bureau of equipment. It was left to Captain Sigsbee to say what of the shattered material was worth preserving. His statement that much blasting will be required to clear away encumbering material indicates that it is essential further to destroy the upper portions of the wreck, in order to get at what is more valuable underneath.

Captain Sigsbee's statement that the divers have been down aft seven days and forward four days gave the navy department the first information of the time that the divers had been in the vicinity of the zone of the explosion, as he expressed it.

THE NAVAL RESERVE

The navy department today gave out the figures showing the strength of the naval militia up to date. This shows a total force of 4446 officers and enlisted men, which is a gratifying increase from the 3703 shown by the last report. The number of officers and men by states is as follows:

California, 396; Connecticut, 165; Florida, 106; Georgia, 225; Illinois, 5233; Louisiana, 262; Maryland, 240; Massachusetts, 441; Michigan, 193; New Jersey, 364; New York, 472; North Carolina, 230; Ohio, 216; Pennsylvania, 216; Rhode Island, 130; South Carolina, 152; Virginia, 44; total, 4445.

Aside from the forces shown in the above list new brigades are in progress of formation, which promise to swell the total to much larger figures at an early date.

In his last report Assistant Secretary Roosevelt said that the state naval militia in the event of a sudden emergency, could be utilized at once for manning the smaller cruisers. It could be depended upon mainly, he said, as a second line of defense, and also be used in placing mines and the establishment of signal stations for coast defense.

The appropriation of $50,000 made by congress to aid the work of the naval militia would be apportioned among the states in a few days.

THE CAPITAL SAFE

Thanks to the promptness and efficiency of the chief of engineers and the chief of ordnance of the army, the city of Washington is now regarded as being well-nigh safe and secure from attack by water. The fortifications at Fort Washington and Sheridan point on the opposite side of the Potomac are sufficiently advanced to be able to repel an ordinary fleet of invaders, and, in case of necessity, they could be vastly strengthened in a comparatively short time. These defenses are considered sufficient to keep all hostile vessels beyond the range of gunshot of the national capital.

Moreover, the river has been blocked off and prepared for mines and torpedoes at a point below the fortifications already mentioned, so that it is probable some of the ships of an enemy would be blown out of the water before it would be necessary to use the guns at the fort.

AT THE DEPARTMENT

Representative Boutelle, chairman of the house committee on naval affairs, conferred with Secretary Long again today. Mr. Boutelle said that his visit was confined wholly to the question of relief for the sufferers of the Maine. The bill which he has prepared will carry about $167,000, if passed in its present form. It has been suggested, however, that a general law was passed in 1895, under which relief may be given for the actual loss suffered by those in the naval service in case of disaster. How far this general law will affect the special relief extended to the Maine sufferers cannot be determined, but in any event it will cover only the actual loss of clothing, etc., while the relief measure is designed to give a bulk allowance equivalent to twelve months' pay. Mr. Boutelle stated that his call had nothing to do with the question of new ships and naval equipment to be provided by the naval appropriation bill in course of preparation under his chairmanship. Referring to the rumors of treachery in connection with the Maine disaster, he said:

"I feel that any man who, by spoken or written utterance, adds a spark to inflame public sentiment at this juncture is as guilty as the man who would touch a match to the powder magazine of a vessel. This is a time for the calmest judgment, instead of unguarded talk, wholly without basis of established fact, of a war which would cost the lives of hundreds and thousands of our people."

This was diplomatic day at the state department, and it brought the usual number of callers upon the secretary of state and Assistant Secretary Day. The Portuguese minister came early, and was followed by Mr. Du Bosc, the Spanish charge d'affaires. His stay was not long, and it is believed that the purpose of his visit, aside from such matters of routine business as usually bring the diplomats to the state department on Thursday, was to ascertain if the officials had any news from the wreck of the Maine that could properly be communicated to him. In this request he was disappointed, because there have been no telegraphic advices from Consul General Lee of recent date, while the naval dispatches have all been made public from time to time. The officers of the British warship Hood today cabled from the island of Crete, expressing deep sympathy over the disaster to the Maine.

Late tonight the navy department received two brief telegrams from Captain Sigsbee at Havana. One related to some routine matter of expenditures in connection with the work of the Maine, and the other is as follows:

"Divers report more bodies in the wreck. Some in hammocks, involved in debris. Probably not recognizable."

This dispatch indicates that the divers have finally secured at least a partial entrance to the quarters in the forward part of the vessel, where the crew were asleep when the explosion occurred, and under which were the magazines. The fact that the divers were unable to extricate the bodies shows the fearful obstacles against which they are working and bears out the belief that the work of submarine investigation will necessarily proceed slowly.

THE COURT SITS

But Keeps All Information From the Public

HAVANA, Feb. 24.—The court of inquiry held its usual sessions today. Captain Sampson reports that Chaplain Chidwick was examined as to his personal experiences at the time of the disaster to the Maine, and that the testimony was taken of the captain of a British bark in the harbor and the superintendent of the West Indian Oil works, across the bay at Regla, both of whom witnessed the explosion. Mr. Rolf, the British engineer of the floating dock in the harbor, wrote a letter to the court, but it is said that it did not add anything material to what was known.

At the afternoon session the divers were examined more fully than before. Their testimony is taken from day to day. The court expects now to finish here today, and to sail on the Mangrove for Key West, where the other officers and men will be examined.

The wrecking tug Right Arm did not go north, as was expected, yesterday. She is now moored beside the poop of the wreck and will save the smaller portions as far as possible, in advance of the arrival of other tugs with better facilities for heavy work. The hoisting apparatus must be capable of raising scores of tons to be effective in the work to be accomplished.

Chaplain Chidwick reports that all the wounded here are doing well except Frederick C. Holzer of New York, who may die at any moment.

Neither the officers of the court of inquiry nor the witnesses will give the slightest indication of the testimony or the conclusions deduced from it, and all say that the men employed on the wreck have been warned to observe an equally strict reticence. This course is regarded as eminently wise by the American and all intelligent Spanish officials, as there is no telling what passions might be aroused or what evil results might be brought about by talking freely on official matters in the present state of public feeling in Havana. Thus far the Americans have been treated with the utmost courtesy and kindness, and it seems the special care of the residents of Havana to show friendliness.

Consul General Lee says there is no truth in the report that he had asked Captain General Blanco to dismiss from Cuba certain newspaper men for sending sensational stories to the United States. On the contrary, General Lee has never interfered with the American newspaper men in any way.

Today the principal streets and buildings are gaily decorated with flags and bunting in honor of the Spanish soldiers, 2029 infantrymen, under the command of Jose Amador, who arrived this morning by the steamer Montevideo from Barcelona.

General Solano, the chief of staff, today returned on board the Mangrove the visit of the court of inquiry, acting as the representative of the governor general. Admiral Manterola personally returned the visit made him by the court. The Thursday reception of General Blanco was resumed this evening.

The insurgent have raided the Smith and Fisher plantations, on the Canambo, in the Trinidad district, and killed one and wounded five of the defenders, who numbered only seven. They burned all the buildings but the dwelling of Mr. Smith and, according to the Spanish account of the affair, took away or destroyed $200,000 worth of provisions and merchandise, and got $4000 in money.

The session of the court of inquiry this afternoon was devoted to taking the testimony of two civilians, Americans, who saw the explosion from the deck of the Ward line steamer City of Washington, that was moored a few hundred yards from the Maine, and of two divers who have been at work on the wreck for several days.

The coast survey steamer Bache, after many delays, left for Dry Tortugas this afternoon with three wounded, all doing well.

Owing to the American quarantine regulations the wounded having been in hospital here and exposed to fever must be taken to hospitals in the Tortugas for quarantine.

The other wounded are doing well late tonight. Even Holzer, though seriously wounded, is better and is making a gallant fight for life.

No bodies were recovered today from the wreck. Recent orders from Capt. Sigsbee strictly forbid all officers of the Maine to give out any information except to those officially empowered to ask for it. The order is generally understood to apply to official matters, though some think it affects only matters connected with the disaster.

A CRUISER AFLOAT

The Minneapolis Leaves the League Island Drydock

PHILADELPHIA, Feb. 24.—The United States cruiser Minneapolis was successfully floated out of the dry dock at League Island navy yard at high tide today. The floating of the big cruiser was witnessed by nearly a thousand people.

The Minneapolis has been in dry dock since last December, partly to avoid the ice in the river and also to have necessary repairs made to her bottom. The school ship Saratoga will be placed in dry dock for repairs.

Notwithstanding all reports to the contrary there is no unusual activity at the yard beyond the extensive improvements that are being made to the back channel, which is to be used as fresh water basin for vessels of the navy.

The receiving ship Richmond is besieged by applicants for enlistment but very few are now being taken.

Besides the Minneapolis there are at League Island the cruiser Columbia, the monitor Miantonomah and the ram Katahdin, all out of commission at present. There are also eight old monitors at the navy yard, all of them relics of the civil war, but which could be fitted up quickly in case they were needed.

NO ORDER ISSUED

Sending a Vessel to Replace the Maine

WASHINGTON, Feb. 24.—No order has been issued as yet for any vessel to go to Havana and replace the Maine. Secretary Long said some days ago that a vessel would be sent to Havana later, and that either the Nashville or the Montgomery would be selected. It can be stated authoritatively that this is still the situation and that no conclusion has been reached as to when another warship shall replace the Maine. The Montgomery has been ordered from Tampa to Key West, but her orders do not direct her to proceed further.

The cruiser Cincinnati reached Barbadoes today. She ran over from Para, Brazil, the reason assigned for the trip being the desire of the department that she take coal at an uninfected port. Barbadoes, it is said, in further explanation, has on hand a large supply of excellent English navigation coal at very moderate prices. News of the arrival of the Castine at Barbadoes is expected at any moment, and the two ships will probably remain cruising among the smaller islands of the Caribean sea until about April 1, when it is the present intention to return them to the Brazilian coast, probably to Isla Granada.

VICTIMS' FAMILIES

Are to Be Provided For by Special Legislation

WASHINGTON, Feb. 24.—Representative Boutelle of Maine, chairman of the committee on naval affairs in the house, introduced a bill late this afternoon providing for the relief of the victims of the United States battleship Maine. It follows generally the lines of the Samoan disaster relief bill of 1890, and is the result of several days conference in committee and embodies the views of the administration.

Chairman Boutelle had a conference with President McKinley at which he went over with him the proposed legislation and later submitted the measure at an informal meeting of some of the committee. It will be referred back to the committee, immediately acted on there and its passage by congress expedited.

The bill provides for the payment of twelve months' sea pay to the widow, child or children or, if there be none such, to the parents or parent, or if neither of these, to the brothers and sisters of each of those killed in the Maine. In addition, the legal heirs of each of the victims shall receive any arrears of pay due at the time of death.

It is provided also that any allotments previously made by any of the deceased in favor of any relatives of the degrees mentioned, shall be continued for three months, the amounts so paid to be deducted in the twelve months' pay otherwise allowed.

Claims for the relief thus provided must be filed with the secretary of the navy within two years from the date of the passage of the bill and it is provided further that such relief shall be accepted in full as compensation and satisfaction of any and all claims on the part of the beneficiaries on account of loss or death through the destruction of the Maine.

The bill also appropriates $10,000 for the removal, so far as practicable, and burial in the United States cemetery at Arlington, of the remains of the victims with further provisions that relatives of any such deceased may require the remains to be conveyed to their homes, within the United States, at the government's expense, for

(Continued on Page Six.)

INDEX TO TELEGRAPHIC NEWS

The Zola case is discussed in the French chamber of deputies, but causes no special excitement.

Edouard Sapportas, a famous electrician, among the Clara Nevada victims; a fleet of vessels overdue from Alaska.

A moderately heavy rainstorm rejoices the people of the northern citrus belt; the storm may reach the region below Tehachapi.

The Canadian Pacific cuts rates from San Francisco to New York, via Victoria; the joint traffic case reaches a hearing in the United States supreme court.

The New York Herald's Havana correspondent gives details which, if true, show conclusively that the Maine was destroyed by an explosion from the outside.

Minister Woodford gives a banquet to Senor Bernabe, De Lome's successor as minister to the United States. Official talk is peaceful, but the newspapers adopt rather a warlike tone.

War department officials busy tabulating bids on San Pedro harbor improvement. It is considered certain that the contract will be let as soon as the senate passes the sundry civil bill.

The day in congress is dull; in the senate the Corbett case is discussed and Allen withdraws his resolution for an inquiry into Cuban conditions; the house makes good progress with the sundry civil bill.

Baseless rumors put in circulation lead Secretary Long to state positively that he knows no more about the cause of the Maine disaster than he did five minutes after he received Captain Sigsbee's first dispatch.

THE MAINE WAS TORPEDOED

Ensign Powellson Discovers Facts Showing Beyond Doubt That the Explosion Came From Below

NEW YORK, Feb. 25.—A Herald dispatch from Havana says:

There is no longer any reason to doubt that the explosion which wrecked the Maine came from underneath the vessel, and that her magazines had nothing to do with the initial explosion, and played a much smaller part in the great disaster than was at first supposed.

The evidence that has served to convince the board was obtained by Ensign Powellson, an officer attached to the Fern. Mr. Powellson was formerly in the construction corps and took a two-years' special course in the Glasgow school of naval architecture. He is, therefore, a competent witness.

What he discovered was that the forward part of the keel of the Maine, with its ribs and plates, was stove upward so far that parts of the shattered double bottom show out of water, and in places sections of the green painted outer hull are visible.

Corroborative of evidence given by Ensign Powellson, and of equal significance and importance, is the result of the close examination made by the divers. What they found indicates that the explosion came from a point beneath the keel. A plumb line dropped from a point just forward of the conning tower would have laid the keel exactly on the spot where the explosion occurred that hove keel and plates and ribs almost to the surface.

The main force of the explosion seems to have been exerted slightly on the port side of the vessel. This is consistent with the facts hitherto ascertained.

Collectively these now indicate that the contents of the reserve six-inch magazine were exploded by the initial blast, and that there was no explosion in either of the two.

In the reserve magazine was stored 2500 pounds of powder, in copper tanks, each of which contained 200 pounds.

Several of these tanks have been found by the divers, all in crushed and shapeless masses. It is important to note that in the six-inch and ten-inch tanks recovered the excelsior used for packing the charges shows no injury from flame or gases.

The powder stowed in the six-inch reserve magazine was used for saluting purposes only. The magazine itself appears to have been utterly destroyed, only a few traces being left to show the spot where it once was located.

The under part of the ten-inch magazine is wholly inaccessible to divers. In the upper part is tightly wedged a mass of powder cylinders, too heavy for divers to extricate, but apparently containing unexploded charges of powder. The Dow torpedo tube of the Maine has been located in the wreck. It lies in the debris forward, submerged several feet under water.

The hull is now imbedded in the mud to the depth of eight feet. The divers sink to their arm pits in the mud, and have the greatest difficulty in prosecuting their work. Those engaged on the forward part of the ship are under the charge of Gunner Charles Morgan, an officer specially detailed from the flagship New York for that purpose, and who has the reputation of being the most efficient of his rank.

ZOLA'S TRIAL

Finds Echo in the French Deputies

MELINE MADE A SPEECH

FIT TO BE POSTED ON FENCES OF FRANCE

THE PREMIER WANTS PEACE

And Will Have It Even if Some More Laws Must Be Passed to Secure It

Associated Press Special Wire

PARIS, Feb. 24.—The chamber of deputies was thronged today, and it was decided to request the premier, M. Meline, to immediately discuss the interpellations of M. M. Hubbard and Gautier relative to the conviction and sentence of M. Zola yesterday.

M. Viviani declared that the Socialists, although they might be divided relative to the Dreyfus case, were in entire accord in regard to the prerogative of civil over military power.

M. Meline replied: "Popular, democratic justice has given a verdict after a military court, and you will accept it. Gen Billot (minister for war) gave no order to generals summoned to testify before the tribunal of the country. One general had been accused on account of his utterances. Undoubtedly he spoke a word too much; but you must remember the frightful charge thrown in his face."

Continuing, M. Meline said the charges made against the army were unjust, and he asserted that there was not a single officer who had been guilty of plotting against the country, even in his dreams.

"The government," continued the premier, "intends to impose peace upon all, and will take the measures which the circumstances demand. No one, after yesterday's verdict, could raise the discussion in good faith, and if the present laws do not suffice, the government will ask the chamber for another vote, which will prove that patriotism is involved and that discussions among us must disappear."

M. Goujon moved that M. Meline's speech be posted throughout France, and the motion was adopted.

M. Cavaignac, the former minister, then reproached the government with not uttering the whole truth at the trial and with insufficiently defending the officers. He also said he wanted a powerful army but one subordinate to civil power.

The debate was then closed and several motions were presented. The premier accepted a vote of confidence in the government and approving of the declarations of the government, the vote standing 461 ayes to 40 noes. The order of the day, pure and simple, was adopted by 428 to 54 votes.

Viviani talked urgency for a motion to grant amnesty to those who had been arrested on the charge of creating disturbances in Algeria.

Mi Milliard, minister of justice, in reply, said that amnesty would be an act of weakness and that the culprits must be punished.

The urgency motion was thereupon rejected by a vote of 322 to 104.

M. Laborie, counsel for M. Zola, today lodged a notice of appeal on behalf of M. Zola from the sentence imposed upon him yesterday. Tomorrow a similar notice will be filed in the case of M. Perrieux.

ILLEGAL FISHING

Two Piscatorial Dynamiters Brought Up for Trial

STOCKTON, Cal., Feb. 24.—The case against Ben Beech and G. P. Peet, charged with dynamiting fish, came up before Judge Budd this morning, on a motion to set aside the information, upon the ground that the defendants had not been legally committed by a magistrate.

The court held that upon such a motion he could inquire into the testimony to determine whether a crime had been committed, but the main question, as to whether Dead Man's slough was waters of the state within the meaning of the game and fish laws, he took under advisement until Monday.

The question was of such importance that the attorney general of the state was called in to represent the people. Mr. Carter of the attorney general's office, who appeared in the case, conducted the prosecution in the now famous case of the People vs. the Truckee Lumber company, a leading case upon the game law.

A STAGE STRIKE

Stockton Supes Think They Have a Grievance

STOCKTON, Cal., Feb. 24.—The nucleus of a strike which may reach such proportions as to involve the federated trades all over the country has been started by the stage hands of the Yosemite theater here. Some time ago they joined the National Alliance of Stage Employes, which has branches all over the country. They have a strong organization and are allied with the Federated Trades councils. It seems that the union was formed here at the instigation of Joseph Hyde. Hyde has been the stage carpenter of the Yosemite for some time. Last night he was discharged and Powell, a non-union man, was put in his place. The scene shifters struck and refused to work with the non-union man. It is possible that sympathetic action will be taken by the Federated Trades, in which case the patronage of hundreds of members of different trades unions in the state would be withdrawn from the circuit.

Killed by a Hencoop

ASTORIA, Ore., Feb. 24.—A fatal accident occurred on board the British four-masted bark Rosshire, from Puget Sound, while crossing the bar this afternoon. A tremendous swell was running which caused the vessel to roll heavily and a heavy hencoop, fastened forward of the main hatch broke loose. The ship's carpenter, James Emmas, tried to secure it and was caught between it and the rail. His skull was crushed into a pulp and he died instantly.

Marines for Hawaii

SAN FRANCISCO, Feb. 24.—The steamer Mariposa, sailing tomorrow for Australia and Honolulu will carry a number of American blue jackets to reinforce the crews of the cruiser Baltimore and the gunboat Bennington, now at Honolulu. It has been announced that the cruiser would be ordered to San Francisco, but the departure of the bluejackets indicates that this program has been altered.