

AMUSEMENTS

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

MATINEE TODAY AT 2:30 P.M.—LAST PERFORMANCE TONIGHT EDWARD E. RICE'S Superb Spectacle The Girl From Paris

THREE NIGHTS—COMMENCING MONDAY EVENING, FEB. 28—WEDNESDAY MATINEE Primrose & West's Big Minstrels

George F. Primrose, The Famous Comedian. America's Greatest Minstrel. E. M. HALL and Forty Others

Opera House Matinee Today The Great Olivette assisted by Mme. Olivette, in a Grand Extravaganza of Jugglers and Juggles

Burbank Theater THE ONLY THEATER IN THE CITY WITH HEATING FACILITIES

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

Agricultural Park Continuous coursing commencing at 10:30 a. m. and continuing throughout the day (rain or shine)

California Limited Via Santa Fe Route Leaves Los Angeles, 8:00 a. m. Sunday, Tuesday and Friday

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

San Diego and Coronado Beach THE MOST BEAUTIFUL SPOT IN THE WORLD

Ostrich Farm NEARLY 100 GIANTIC BIRDS OF ALL AGES

Hazard's Pavilion MONDAY EVENING, FEB. 28, under the management of JOE GODDARD and JEM JEFFRIES

Hotel Brainerd A new and elegantly-furnished family and tourist hotel

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

FIRE IN A TENEMENT HOUSE CAUSES THE DEATH OF NINE PEOPLE

The Fire Was Soon Quenched but Help Came Too Late to Save the Sleeping People

CHARLESTON, S. C., Feb. 25.—Nine lives were lost in a fearful fire which raged for a short time in Church street this morning.

At 2:10 a. m. a policeman on duty noticed six sparks flying from the tenement house at No. 199 Church street.

The fire was soon quenched but help came too late to save the sleeping people.

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MAINE WRECK

Is Still an Unexplained Mystery

NO EVIDENCE IS FOUND UPON WHICH AN OPINION MAY BE BASED

PENDING THE COURT REPORT

Precedents Are Being Examined Relative to Demands for Indemnity if Spain Is Responsible

Associated Press Special Wire

WASHINGTON, Feb. 25.—In spite of the stress that came from unofficial sources in Havana as to sensational developments in connection with the work on the Maine's hull, the administration remains firm in its statement that there is no credible evidence, one way or the other, as to the cause of the disaster, and holds to its purpose to await the conclusion of the investigation now making by the court of inquiry.

This position was emphasized at today's cabinet meeting. People who looked for some startling announcement were disappointed, as the members, without reservation, frankly admitted that the subject of the loss of the Maine had been discussed, but said that the government had received no information from Havana since yesterday, and had no intention of changing its policy until there was something of substance to warrant it.

Secretary Long has been under a heavy and almost constant strain since he was awakened in the middle of the night a week ago last Tuesday by the news of the loss of the Maine, and now that matters are, at least for the present, in a quieter state, he has withdrawn from the navy department and gone away for a few days' rest, leaving Assistant Secretary Roosevelt to manage the department.

The latter has been highly advised at every step of the secretary's policy of treatment of the Maine affair, so that there is not likely to be any change in that respect caused by the temporary assumption of the duties of secretary by Mr. Roosevelt.

Just before the department closed he had word of the sailing of the cruiser Montgomery from Tampa for Key West.

Up to that time the vessel had been given no orders, so that the date of her departure for Havana, if she is to go at all, is conjectured to be somewhere between Tampa and Key West on her return from San Domingo in order to facilitate the speedy return to his duties in Washington of Captain Crowhine, the chief of the navigation bureau, who saved a full day by the movement.

The Castine, the second of the United States warships on the South Atlantic station, arrived today at Havana, and the report of the investigation of the wreck of the Maine is being received.

It may be that the Castine may go to Martinique to be docked, as she is in need of cleaning after her trip.

Since so much depends upon the report of the court of inquiry, it may be interesting to note that so far Secretary Long himself does not seem to expect this important document having been prepared by any of the members on this point.

He rather expected the court, which has complete power to work on its own lines, would wind up its work by a report, leaving, so as to avoid the necessity for a return trip. One member of the cabinet had a more definite opinion on the subject, expecting that the report from the court about the middle of next week. There is reason to believe that in the meantime, and to prepare for the reception of a report that would show the disaster to be the result of an accident, some of the officials of the administration have been looking up the subject of indemnities, so as to lay the foundation for a demand for reparation.

There are large numbers of precedents which will aid the authorities in shaping their action in this direction, while the facts are fully established. While none of the cases show the fearful loss of life sustained by the Maine explosion, yet they include many instances in which the United States has adopted energetic measures to redress the killing of American citizens in foreign countries. In a general way these methods of redress have included demands for indemnity, proclamations excluding the warships of the offending nation from our harbors, display of force, non-intercourse, withdrawal of our ministers, reprisals and blockades. Some of these steps border very closely on war, although they are regarded as the movements just preliminary to actual hostilities.

The case of the Water Witch is considered to be the most analogous to that of the Maine, should it be established that the Maine disaster was not the result of an accident. The Water Witch was a United States ship engaged in surveying the entrance to one of the rivers of Paraguay. Without warning, a force of troops opened fire on the Water Witch, killing the man at the helm and wounding others. Intense feeling was aroused in the United States when the facts became known. The president reported the facts to congress and in his message asked authority to make a demonstration of force which would entitle the United States to reparation.

In response to this, congress authorized him "to use such force as is necessary" to secure ample reparation. Accordingly an armed fleet was hastily assembled on a scale which was regarded as remarkable for those days. The expedition included 19 armed ships, 25 heavy guns and 2500 sailors and marines.

Accompanying this formidable outfit were civilian plenipotentiaries prepared to make the demands of the government, and then enforce them by calling on the armed ships. The expedition made a formidable showing in the South American waters, and President Lopez' government was awed into complete submission by its presence.

The American commissioners and naval officers were received at Asuncion with much honor, and every reparation within the power of the republic was given. This included an abject apology, a sweeping disclaimer, and \$10,000 for the suffering of the expedition.

When the facts of the expedition were reported to the American congress the president stated that the dispatch of this formal naval fleet had had a salutary influence throughout the world, and had convinced foreign nations that the United States would protect the lives of its citizens with all the force at its command.

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HARBOR FUNDS

Stir Up Spicy Debate in the House

THE SAN PEDRO ITEM PASSED WITHOUT THE LEAST AMENDMENT

THE APPROPRIATIONS MADE

Will Prevent Consideration of a River and Harbor Bill at This Session—Senate Session

Associated Press Special Wire

WASHINGTON, Feb. 25.—A long and somewhat exciting debate over the river and harbor appropriations was precipitated in the house during the consideration of the sundry civil appropriation bill. It was practically agreed by all those who participated that there would be no river and harbor bill at this session of congress, and this led Mr. Moody to attack the contract items carried in the sundry civil bill.

He selected an appropriation of \$500,000 for Rockland, Me., which is in Mr. Dingley's district, and his remarks in denunciation of what he termed favoritism approached the sensational.

It was intimated that there was a plan to defeat all the items in the bill, so as to force consideration of a general river and harbor bill, but this intimation was not borne out by the vote upon the amendment upon which the debate rested.

Only four pages of the bill were disposed of today. The senate amendments to the army appropriation bill were agreed to without debate.

When the house resumed consideration of the sundry civil appropriation bill, debate developed on a motion to strike out the appropriation of \$133,000 for work at Oakland, Cal., its opponents alleging that no contract had yet been made for the work and asserting that a river and harbor bill was to be suppressed and a favored few were to be given appropriations in the sundry civil bill.

Representative Moody made a sensational attack upon an appropriation in the sundry civil bill of \$500,000 for Rockland (Me.) harbor, which is in Mr. Dingley's district. He said he was willing to submit to economy and honest leadership, but for one, he proposed to rebel against the leadership that gave an appropriation to Rockland, Me., an insignificant port, that could be buried in Boston harbor.

Grosvener of Ohio, Republican, attacked the appropriation, and declared that if the house allowed these river and harbor items to go into the sundry civil bill there would be no river and harbor bill. He was amazed, he said, at the action of the appropriations committee, and insisted that all the members should be on an equality.

Mr. Cannon replied to the attack, declaring that some of the most vicious river and harbor items ever paid came from the committee when he (Grosvener) was a member of it. He said that from 25 to 33 per cent of the money appropriated by a bill he helped to report had been worse than thrown away.

Mr. Dingley answered the personal attack made upon him. The Rockland item, he said, was not simply an improvement. It included provision for a breakwater and a harbor of refuge—just such another as was being built at Sandy bay in Mr. Moody's district, and on which \$150,000 had been spent. He indignantly repudiated the intimation that he had ever suggested or intimated that this appropriation should be in this bill. He presumed it had been made up the recommendations of the corps of engineers in the public interest.

Catchings of Mississippi, Democrat, denounced the action of the appropriations committee.

When the item appropriating \$400,000 for San Pedro, Cal., was reached there was some debate. The course of which Cooper of Wisconsin, Republican, reviewed the whole history of the protracted contest between San Pedro and Santa Monica, characterizing it as the most astounding chapter in our legislative history. If there was anything in the bill that ought to pass, he said, it was this. The item passed without amendment.

An unsuccessful effort was made to secure consideration of the bill passed by the senate for two additional regiments of artillery, but on objection from Cox of Tennessee, Democrat, it went over.

An amendment appropriating \$150,000 for Yaquina bay, Oregon, was pending when the house at 5 o'clock recessed until 8, the

(Continued on Page Two.)

BRITISH FLAG

Hoisted on American Soil Near Skaguay

NEWS OF THE AFFRONT

STIRS DEEP INDIGNATION AT THE CAMP

FIVE MINERS DIE FROM GOLD

Frightful Mortality at Skaguay Resulting From Cerebro-Spinal Meningitis

Special to The Herald

SEATTLE, Feb. 25.—One verified report says that the British flag has been hoisted over Summit lake, in Alaskan territory, sixteen miles toward the sea from the international boundary and within fourteen miles of the American town of Skaguay. Officers and passengers of the steamer Noyo, Captain Charles Lundquist, who arrived today from Alaska, are authority for the information. They give it simply for what it is worth, saying that such was the common report at Skaguay when the steamer sailed last Monday.

Persons returning from the lakes over the Skaguay trail to the town of Skaguay a week ago last Wednesday brought the first news of this affront to the United States. It was on that day that the British colors are alleged to have been hoisted on the site and in Alaska territory, international boundary and within fourteen miles of the American town of Skaguay. Officers and passengers of the steamer Noyo, Captain Charles Lundquist, who arrived today from Alaska, are authority for the information. They give it simply for what it is worth, saying that such was the common report at Skaguay when the steamer sailed last Monday.

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