

OREGON IS SAFE

BUT OFFICIALS WON'T GIVE HER LOCATION

CUTTING CUBAN CABLES

BOURS HOPES OF FINDING THE SPANISH FLEET

SOLDIERS START FOR MANILA

Shipping the Harvest of Rumors Reveals Not Even the Proverbial Grain of Truth

Associated Press Special Wire WASHINGTON, May 24.—Inquiries as to the whereabouts of the Oregon brought a reply this afternoon to the effect that the battleship was safe. Nothing could be learned of her location. It is probable that the telegrams said to have emanated from the vessel were really filed at Key West, but were brought to that port on some dispatch boat from the Oregon, which is co-operating with our fleets.

Cable Cutting

The cutting of the cables at Santiago and at San Juan de Puerto Rico, as reported today, was a military move of the first importance. Blanco has yet one link of communication left with the outer world, but the Spanish commander at San Juan now finds himself totally in the dark as to conditions in Spain or in Cuba, while the value of that port as a place of refuge for the Spanish flying squadron is materially diminished. It is safe to say that the remaining cable at Santiago will be cut soon, like the others, so that if Cervera is misadvised enough to have entered Santiago harbor, he will be completely out of touch with his home government on the one hand and equally unable to communicate with Blanco at the other end of the island.

OF for the Orient

The Philippine expedition is now off in dead earnest. The sending of these ships will affect the Hawaiian question vitally. Like the Charleston, the transports must stop at Hawaii to replenish their coal bunkers that Consul General Howard has been piling up for months. If the Hawaiians permit us to take this coal without the pretext that we are using it to make our way to our nearest home port, as is required by international law in such cases, they will stand convicted of a gross breach of neutrality, that, in the eyes of nations, allies them with the United States in hostility to Spain. The taking of coal by American ships at Hawaii to make an extensive campaign against the Spanish possessions, it is believed here, will result in compelling the United States either to assume a protectorate over the islands or to annex them.

The Crop of Rumors

There was a lapse into sensational war rumors in Washington today, after a week of comparative quietude. The rumors ranged all the way from the capture of the little Mangrove, with a crew of thirteen men, to the reported destruction of the entire Spanish fleet by Sampson's and Schley's combined forces. They were circulated with persistence, notwithstanding their denial as soon as they could be brought to the attention of any official capable of passing judgment on their accuracy. As the day rolled along the officials themselves became apprehensive, as was shown by the frequency with which they called for the latest newspaper bulletins. At the close of the day, however, it was again announced in the most positive manner that the navy department had no information to warrant the report of any engagement in the Windward passage. This did not specifically cover the waters of the West Indies, but, in view of the fact that the department has almost pledged itself to let the public know of anything in the nature of a general engagement, possibly the bulletin announcement is sufficient to cover the case. When Secretary Long started for home, after an exceptionally busy day, he stated to a group of newspaper men that the department had received no information of importance.

ON THE DIAMOND

In response to an inquiry as to where the Spanish fleet was located, Mr. Long replied that his belief was that it was still at Santiago de Cuba. Concerning the reported capture of the Mangrove and the loss of other ships, the secretary dismissed these stories as purely conjectural and not supported by facts. Word had come from the commander of the Mangrove since the time of the alleged capture, showing that the ship could not have been in the hands of the Spaniards.

Mr. Long paid a handsome tribute to the war board, and stated that there was no purpose whatever of changing the present system whereby this board co-operates with him in giving every possible assistance and advice, mainly in the way of information to the admirals in command. The office of the war board, the secretary pointed out, was not to fight battles; that was exclusively the province of the squadron commanders. The board acted merely

CAPTAIN CHARLES E. CLARK, COMMANDER OF THE OREGON



Oregon was the first naval officer to bring a great modern battleship around Cape Horn. Captain Clark is a cool, sturdy seaman and fighter, and a credit to the service. His feat of steaming, safe and sound, around the dangerous and stormy cape from San Francisco to New York would of itself give him a special niche in the navy, and has already made him known to the nation. He was born in Vermont, his wife of the Pacific coast, where, before he was placed in charge of the new big battleship, he was the commander of the monitor Monterey, he made himself very popular by his courteous ways and won no end of admiration for his ability. The Oregon's commander is about 50 years old. He has a son in Vermont. His wife is the daughter of Wendell T. Davis of Greenfield, Mass., and his sister is the wife of ex-United States Senator John Conness. Captain Clark was a cadet in the naval academy at Annapolis when the civil war began, and was made a midshipman in the navy before the completion of his studies. He has long been attached to ships in Pacific waters, in the Pacific and Asiatic squadrons.

Spanish Activity

The Spaniards appear to be making ready for something more than a defensive campaign at home, or at least, they are trying to create that impression by other means than news bulletins that issue almost daily from Madrid. The navy department now has, by its own reliable sources, reports of greatest activity in the Spanish navy yards and preparation for sea, and for a long voyage of two of the torpedo-boat destroyers. It is given out that they are to join Cervera immediately his squadron enters Cadix harbor. Possibly this statement is made with a deliberate purpose of misleading American sailors into the belief that Cervera has taken his way homeward.

ON THE TUBS

Winners of Races Run on the Eastern Tracks

ST. LOUIS, May 24.—The weather was clear and track fast. Results: Five furlongs—By George won, Dandy H. second, Ollie S. third, time, 1:30. Seven and a half furlongs—Bridgeton won, Farandelle second, Parole third, time, 1:38. Six furlongs—Sorrow won, Mitchell second, Empress Josephine third, time, 1:35. Four and a half furlongs—The Elector won, Fervor second, Imp. Skate third, time, 1:47. One mile, selling—St. Roquet won, Linda second, Laureate third, time, 1:41. Seven furlongs—Ed Farrell won, Our Chance second, Libation third, time, 1:34. CINCINNATI, O., May 24.—Weather fine, track fast. Results: Five furlongs—Parker Bruce won, Flawless second, Bantle third, time, 1:30. Six furlongs—Panchita II. won, Petrel second, Maggie S. third, time, 1:35. Mile—St. Helena won, Spaldy second, Sky Lark third, time, 1:44. Five furlongs, the Sapphires stakes—Ordelietto won, Preliminary second, Maymie M. third, time, 1:30. One mile and an eighth—Banished won, Elkins second, Eddie Burke third, time, 1:50. One mile—Colette Irma won, The Mon second, Colleen third, time, 1:44.

At Morris Park

NEW YORK, May 24.—Results at Morris Park: Seven furlongs—Filament won, Her Own second, Charcutus third, time, 1:31. Four and one-half furlongs—Royerster won, Extreme second, Kirkwood third, time, :58. Six furlongs—Hanwell won, Lambert second, Ten Spot third, time, 1:32. Pocatonic stakes, mile and a sixteenth—Fly Fox won, Mont O'R second, George Keene third, time, 1:48. Amateur cup, one mile—Sir Vassar and Damien ran a dead heat by two lengths in front of Knight of the Garter; time, 1:47. Mile and a furlong—Don de Oro won, Ben Ronald second, Royal Stag third; time, 1:48.

Cosat Trotting

CLEVELAND, May 24.—Evans was wild in today's game and the Indians had an easy time defeating the Senators. Attendance 400. Score: Cleveland 4, hits 7, errors 3. Louisville—The Colonels could not hit Mackin and the Giants had no trouble in winning. Attendance 1100. Score: Cincinnati 4, hits 15, errors 1. Louisville 1, hits 4, errors 0. Pittsburg—Pittsburg won its second game from Philadelphia in a contest full of brilliant plays. Attendance 2000. Score: Philadelphia 4, hits 8, errors 2. Cincinnati—The Reds played a stupid ball today and Brooklyn won. Attendance 1200. Score: Cincinnati 3, hits 8, errors 3. Brooklyn 2, hits 13, errors 2.

Every Manufacturer Demands the Maximum Price

WASHINGTON, May 24.—Bids were opened today for supplying the armor for the three battleships, Illinois, Alabama and Wisconsin, now in course of construction at the Union Iron Works, Newport News and Cramps. This is the second time the government has endeavored to secure bids for supplying the armor for these ships. The effort made about a year ago was unsuccessful because Congress had made the maximum price for armor at a figure below the cost of production. The present naval appropriation has increased the price to \$100 per ton today's effort was successful. For the Illinois the two companies, Bethlehem and Carnegie, divided their bids, the one taking the lighter armor and the other the heavier. For the Alabama the Bethlehem company bid \$1,025,000, while the Carnegie Company did not bid. For the Wisconsin the Carnegie Company bid \$1,025,000. The rate in each case was \$100 per ton for plates, bolt and armor, the maximum amount allowed by Congress. The Bethlehem Company undertakes to begin deliveries within seven months after contract and supply 32 tons monthly. The Carnegie Company will begin December 1 next and supply the same amount monthly.

CHINESE LABOR

Employed on Contracts for Supplies for Soldiers

SAN FRANCISCO, May 24.—The Examiner says: Labor Commissioner Fitzgerald charges that cutters employed in the United States Commissary Department have been working nights on government contracts with Chinese cutters. He has received complaints of numerous white people who assert that they have made diligent efforts to secure work, but have been refused both by the government officials and the contractors. Assistant Quartermaster Major Long is astounded at the revelations that have been made. In the contracts that he now gives to merchants, he has inserted a clause in writing providing that the work shall not be done by Chinese or in the sweat shops of the city. He has given the following contracts for soldiers' suits: Seventeen thousand white suits, 17,000 blue blouses, 15,000 canvas suits, 50,000 blue shirts, 80,000 pairs of socks, 50,000 suits of underclothes and 25,000 blankets. Major Long insists that all this work shall be done by white labor. He is now about to place contracts amounting to \$100,000.

CABLES OUT

But Blanco Can Still Tell of His Great Victories

WASHINGTON, May 24.—Late this afternoon it was ascertained that the cable from Santiago that was cut by the American warship St. Louis was not the line controlled by the French company running from Santiago to Honolulu, but one of the two British cables running from Santiago south to Jamaica. This information was communicated to the officials of the government by Mr. Lucienne, general agent of the French cable company in the United States. General Blanco, therefore, is not isolated from the rest of the world, but can still communicate with the home government by either the French cable to Hayti or the English one to running to Jamaica.

Wire Tapper Caught

CHICAGO, May 24.—Oscar M. Stone began today serving a six-months sentence in jail for wire tapping. The prisoner is believed to have been the most successful wire tapper in the country. Heretofore he has entirely escaped punishment. The sentence in this case was pronounced by Judge Grosscup of the United States Circuit Court. The particular offense was interfering with wires of the Western Union Telegraph Company a few miles outside of Chicago, just across the Indiana border.

Artillery Recruits

SAN FRANCISCO, May 24.—First Lieut. Delamater Stewart has turned over the recruiting office of the regular artillery to Lieut. Abernathy, also of the Third, and will go to Los Angeles tonight to open a recruiting office for the same arm of the service. He expects to have the books open Wednesday morning. The examining surgeon reports the men enlisting of generally superior mental qualifications, the hospital corps having received as recruits a number of physicians and pharmacists.

Will Join Sampson

CHICAGO, May 24.—Two hundred Illinois Naval Reserves left today for service in Sampson's fleet. They go direct to Manila system. All along the line of march and at the depot the reserves were cheered. About 250 students from the University of Chicago marched as an escort in honor of the commanding officer, who was a professor in the department of physics at the University.

Neval Reserves

ST. LOUIS, May 24.—Lieut. H. V. Crossman, commanding the Third Division, Second Battalion, Naval Militia of Illinois at Alton, has received a telegram notifying him to be ready by Thursday to furnish 100 men, the full strength of the command, for Admiral Sampson's fleet.

INCLINED TO CRITICIZE

BECAUSE CERVERA HAS NOT BEEN FOUND

WHEN SAMPSON IS HEARD OF

He Is Expected to Be Able to Silence the Impatient Naval Experts Ashore

Associated Press Special Wire NEW YORK, May 24.—A Washington dispatch to the Times says: News from Admiral Sampson and Commodore Schley is looked for at the Navy Department every hour, but no one at the department appears to be able or willing to say just where the news is to come from. All that can be positively ascertained there is that the United States fleets are somewhere out of Key West looking for Admiral Cervera and hoping to come up with and fight him. Whether it will be at Santiago, Cienfuegos or somewhere between these points, or at San Juan de Puerto Rico, not the most speculative expert will venture to say.

Meantime, there is some doubt among naval officers about the actions of the fleets of Admiral Sampson, that suggests a spirit of criticism. Naval officers, who have the highest respect for the men who are supposed to have designated the plan of campaign for the United States fleet, are openly expressing wonder that Admiral Sampson was permitted to travel all the way from San Juan to Key West to look for a Spanish fleet, and then to coal again merely to sail back over the course he had just traversed. His personal inclination, it is believed, would have led him to remain in the Windward Passage, holding a position of great strategic advantage until his scouts brought him news of the presence of Cervera, and then to coal again merely to be there after he had returned to Key West.

To the suggestion made to these officers that the Washington authorities did not know the Spanish fleet was at Marinique until Sampson was fairly on his return trip, the official stringency which has been in the Navy Department knew a week ago that Cervera was at Curacao; that it had at its command two or three swift vessels that could have stopped Sampson before he had come half way on his return, and that colliers could have been provided to take coal on the way, and that the Spanish fleet was able to intercept the Spanish fleet on its way to Santiago harbor. As it was, Admiral Sampson left Key West the day the news was received there from Washington that Cervera had arrived. If the news of Sampson's departure worked its way to Cervera he probably would have sailed the next day and Admiral Cervera was afforded a chance to move out and renew his explorations of the Caribbean Sea.

But the Navy Department will forget the waste of time by Admiral Sampson if it learns tomorrow or next day that he has been at Santiago and four Admiral Cervera still there. When he started from Key West last Thursday he had to steam 700 miles to reach Santiago. At a ten-knot pace he should have made the distance in three days.

The almost unanimous opinion of naval officers is that whether Cervera has decided to stand and fight or run and wait a little while before giving battle he cannot long postpone a meeting with Admiral Sampson and perhaps with Commodore Schley at the same time.

The policy of silence concerning naval movements has been very strictly observed now for a month, but it is known so strictly that it did not become known here that Commodore Schley got away from Key West a little sooner than Admiral Sampson. If it was but half a day sooner he ought to have been able, with his swiftest ships, to reach Santiago de Cuba on Saturday. It is assumed that he did so by noon. It is concluded that the department bent him to look for the Spanish fleet where it was last heard of. It is believed that Schley went to the south of Cuba by the Yucatan passage.

Naval officers assume that everybody is now familiar with the formation of Santiago harbor, and the disadvantages in which it would be placed that retired into it to await the coming of an opponent. Few of them believe that Cervera has attempted this course. They incline to the opinion that he went toward Marinique to meet colliers sent over to provide him with the fuel he must now need and perhaps to get some of the vessels often reported at Cadix or some other Spanish port, but which some conservative naval officers are firmly convinced may have been on their way across the Atlantic to reinforce him.

This last possibility will not spoil the chance, now seemingly good, of an early fight. Very prominent naval officers who today talked with members of the administration expressed very decidedly the view that Admiral Cervera had neither sufficient skill nor coal to escape the conflict which Sampson and Schley are seeking.

A gentleman who is not connected with the navy but who is very much interested in seeing it do its work well, says that it is a mistake to suppose that the Naval Strategic Board has trammelled Sampson or Schley or both with conflicting or embarrassing orders.

"Practically," said this gentleman, "Admiral Sampson had had his own way in all that he has done. If he returned to Key West when Cervera was at Curacao, knowing that he must return to find him, he did so for a reason that seemed imperative to him."

The Coal Question

NEW YORK, May 24.—A passenger on board the Atlas Line steamer Altal from Kingston, Jamaica, which reached port today says that he was at Barbados yesterday when the Spanish fleet was reported at Alfonso XIII put in there for coal. The port harbor master found that she had 100 men over the number of her crew. The Spaniards desired to purchase a large quantity of provisions and coal, but were only permitted to buy sufficient to last to the next port. The passenger said that at Kingston the supply of breadstuffs was very short and that he knew of three vessels which had succeeded in running in full cargoes of food supplies to the ports on the south side of Cuba in spite of the efforts of the Jamaican government to prevent it.

Still at Santiago

NEW YORK, May 24.—A Key West correspondent telegraphed to the Evening World that he has information from an impeccable authority that the Spanish fleet is still at Santiago.

Has Sailed Away

PORT-AU-PRINCE, Hayti, May 24.—According to current rumors here the Spanish Cape Verde squadron, commanded by Admiral Cervera, which arrived yesterday

Boston Dry Goods Store

239 South Broadway, Los Angeles

WASH DRESS GOODS

Imported and Domestic

If prices are an inducement, today's quotations offer the strongest of the season. Style, quality, cost and previous prices have been ignored. We have simply made reductions and offer values that

Do Not Cover the Manufacturers' Cost SPECIALS

26-Inch White Corded Lawns, dainty colorings, floral and striped effects, light colors, Regular 6-14c, Reduced to 3c Yard

31-In. Dimities, tan grounds with colored figures and stripes, imported designs, especially desirable, Regular 10c, Reduced to 5c Yard

27-In. Linen Canvas Suitings, basket weaves, natural colors, most popular fabric of the season Regular 12-12c, Reduced to 8-13c Yard

32-In. Lace Striped Organdies, white and tinted grounds, colored figures and stripes, very sheer, Regular 18c, Reduced to 10c Yard

Table with 6 columns: LAWNS, DIMITIES, LAPPETS, CRASH, ZEPHYRS, MATELASSE. Prices listed for various items.

OUR STOCK EMBRACES SEVENTY-FIVE DISTINCT LINES, INCLUDING ALL QUALITIES From the Highest to the Lowest See our north window display

AGENTS FOR BUTTERICK PATTERNS AND PUBLICATIONS

AMUSEMENTS

Los Angeles Society Vaudeville Theater.

Orpheum Matinee Today A BOMBARDMENT OF STARTLING NOVELTIES

Burbank Theater The Strongest Stock Company on the Coast, Presenting Only the Best of Plays.

Simpson Auditorium The White Squadron

Ysaye IS COMING—MANAGEMENT OF J. T. FITZGERALD

War Fund Race Meet Agricultural Park

Two Grand Days Sport ENTIRE NET RECEIPTS FOR DEFENSE OF LOS ANGELES

California Limited Via Sante Fe Route

Home of the Leaping Tuna, "Acrobat of the Sea."

Willshire Ostrich Farm Twelfth and Grand Ave.

Althouse Fruit Company 218-215 WEST SECOND STREET

Gurrants, Raspberries, Gooseberries

HARBOR DEFENSE

Planning Mines Off the Shore at San Diego

Now Holding Their Annual Session at San Francisco

THE SPANISH FLEET

Never Did Intend to Give Sampson a Chance

A Fatal Fall

THE SIGNAL SERVICE