BENNINGTON'S VICTIMS BURIED

Forty-seven of Those Who Were Killed by the Explosion Were Laid in a Common Grave.

CEREMONIES VERY SIMPLE.

Army and Navy Paid Tribute—Every Coffin Was Draped With National Colors.

San Diego, Cal., July 23.—They buried the Bennington's dead today—47 of them—in a common grave. On the crest of the promontory of Loma, high above the shimmering waters of San Diego bay, on the one side, and within sound of the booming surf of the Pacific on the other, they were laid to rest in the peaceful little military burying-ground. Without the crash of drum or the sound of brass; without pomp or parade, yet with simple impressiveness, all honor was paid the nation's dead.

They have honored dead to keep them company, those brave boys of the Bennington. All about them lie those who died in the nation's service in more trying times. Gravestones, yellow with age, bear the names of men who died at Monterey, in the Mexican war; others who gave up their lives in the conquest of California, and who followed Commodore Stockton at old San Pasqual. These are their neighbors in death.

Army and navy paid their last tribute no less sincere than the simple grief of the representatives of peace, who made the long journey around or across the great bay. From Fort Rosecrans came the Fifteenth cavalry, coast heavy artillery; from the city of San Diego, the naval reserves; from the Universay Brotherhood's home on Point Loma, a company of khaki-clad representatives, and from the government ship Fortune, a dozen of her sailors.

But the most impressive body of mourners were the 52 men from the battered Bennington. Besides these there were hundreds of civilians, who, unthoughtful of the fatiguing journey from the city, brought their offerings of flowers to lay upon the graves.

San Diego was a city of mourning today. Although the people of this little city have taken in the Bennington catastrophe an interest that was personal to all from the moment it happened, they set apart this beautiful Sabbath day to pay last and loving tribute to the dead.

Thousands filed through the morgues this morning with arms filled with flowers, dropping the blossoms here and there upon some unfortunate's flag-draped coffin. Other thousands gathered at the plaza, from whence the procession of coffin-laden wagons was to start.

Promptly at noon the long line of vehicles began the long journey around the bay to the burial place. Owing to the steep hills and rough roads it was found impracticable to use hearses, or even dead wagons, and the bodies were stacked in heavy express wagons and other vehicles of everyday commerce.

There were no bands of music to stir the people with doleful melody—everything was quiet and businesslike. The task was too big to be hampered by any of the usages of ordinary funerals. Forty-seven men were to be buried and to bury them it was necessary to haul them ten miles up steep hills and along dusty roads.

And so there were only flowers and flags. But there was a striking display of these. Every casket bore a beautifully executed wreath of asparagus ferns, white carnations and immortelles, thoughtfully sent by the San Diego commercial bodies. The flags came from the nation, in whose service the dead had died.

Every one of the plain black stained caskets was draped with the national emblem, and the plain commercial utility of the dead wagons was disguised under the folds of the national colors.

From noon until 3 o'clock these death-burdened wagons toiled toward the burial ground, and not until almost half past four was the last casket placed in the rock-ribbed trench.

Hundreds of other vehicles stirred the choking dust of the ten-mile road throughout the forenoon, all making for the same point, while every craft that could be had brought hundreds across the five-mile stretch of bay, who, unmindful of the precipitous heights to be scaled, climbed 500 feet to the crest of the ridge.

In this way the soldiers from Fort Rosecrans came, toiling up the steep foot paths, their striking full dress uniforms giving color to the dull gray hills. After them came the naval reserves and still later the survivors of the Bennington.

Capt. F. J. Drake, Commander Lucien Young of the Bennington and the members of his staff, Capt. E. D. Scott, commanding Fort Rosecrans; Capt. Rolfe of the same post, Mayor Sehon of San Diego and members of the executive and legislative branches of the city where hauled around the steep hills in ambulance wagons from Fort Rosecrans.

The deep trench in which the bodies were placed, in two rows, feet to feet, is 60 feet long and 14 feet wide. It was finished but a few minutes before the arrival of the first load of bodies.

Around it were drawn up in long lines, the artillery company from the fort—75 strong—on the west; the naval reserves, bearing arms full of flowers, on the north; the Bennington's survivors on the east and the Universal Brotherhood on the west. Just outside the simple picket fence inclosing the burying grounds gathered the public in solid masses on all sides. This was the setting for the most impressive spectacle—the culminating scene of San Diego's week of sorrow.

Without a moment's delay the work of lifting the coffins from the wagons and ranging them in the trench was carried on. Shipmates from the Bennington performed this sad duty. Squads of six came forward from their ranks in rapid succession, lifting the caskets gently, entered the trench at the head and deposited the bodies as directed by Lieut. Tobin, who checked them and saw that the boards placed at the head of each was properly marked and numbered.

In just one hour and 15 minutes the last body had been deposited in the trench. The work of caring for the unfortunate men which began last Thursday morning, was completed.

It only remained for the representatives of the church to pronounce final blessings of the dead. Rev. J. A. M. Richey, rector of St. Paul's read the Episcopal burial service, the twenty-first psalm, and repeated the Lord's prayer. He closed his impressive duty by casting a handful of earth upon the coffins.

Venerable Father A. D. Ubach of the Catholic church, attended by two censer-bearers then stepped forward. In a rich and resonant voice he read the service for the dead and blessed them with water and incense.

Believing all was over, many turned to go. There was yet to come, however, the most impressive incident of the scene. Commander Young of the Bennington stepped out from the group of officers at the head of the trench and raising his hand commanded instant attention. In a deep, gruff voice—the voice of a typical sailor—he said:

"Capt. Scott, Commander of Fort Rosecrans and successors: I commit to you tender care the bodies of our unfortunate shipmates and patriot dead. May there rise above this, their last resting place, marble slabs to mark the place as sacred to the nation's care and may the morning sun ever kiss the green sod above their dust, emblematic of our love and affection."

"I accept the sacred trust of the honored dead," replied Capt. Scott. There was many a furtive tear brushed from moistened eyes by this simple but impressive scene.

"Attention!" came the command in sharp tones from the big sergeant in command of the artillery company. There was a rapid concerted movement along the double file of soldiers at the head of the grave. Another command and every gun was pointed over the long rows of caskets. In quick succession three sharp volleys crashed noisily. Out of the ranks stepped a bugler and with impressive deliberation the solemn, quavering notes of the last bugle call over the dead sounded far out over the bay, waking the echoes far down among the rugged rocks below.

The crowd turned and walked away. The naval reserve boys cast their flowers upon the coffins. Thus they buried the Bennington's dead.

NAVY DEPARTMENT ADVISED.

Washington, July 23.—Officials of the bureau of navigation were at the navy department throughout today to receive telegrams from San Diego regarding the Bennington disaster. Actg. Secy. Darling of the navy came in from his country home and was at the department today. He has sent to the president copies of all telegrams received from the naval officials at San Diego, and a full account of all that the department has done.

By the direction of the acting secretary, Surgeons V. C. B. Means, F. T. Cullough and C. P. Kindelberger of the navy were ordered by the surgeon general from San Francisco to San Diego.

Rear-Admiral Goodrich, commander-in-chief of the Pacific station, who is expected to reach San Diego Thursday, is clothed by the regulations with full authority to order such investigation as he may deem necessary, either by a board of officers or by a court of inquiry, which will determine what further action may be necessary.

With his flagship, the Chicago, and the Iris at San Diego, he will have a sufficient number of officers from which to appoint an investigating board. It is expected that he will enter into communication with Washington, fully advising the officials here of the steps he may take.

In telegrams coming to the department over night from Capt. Drake, that officer announced that he expected eventually to float the Bennington. He stated also that he ordered a board of investigation to determine the extent of damage done to the hull and machinery. The captain stated, too, that he would need two more watch officers to relieve those who have been on constant duty since the disaster. The department at once ordered Lieuts. Mitchell and Larimer, on the receivingship Independence at Mare island, to proceed forthwith to San Diego.

Capt. Drake says the surviving officers and crew have been doing noble work, and it is shown by his telegrams that the officers have remained aboard, but, because the crew's quarters are uninhabitable, it has been necessary to quarter them in the army barracks.

Actg. Secy. Darling has given Capt. Drake full authority to employ all civilian doctors necessary and to purchase all medical supplies needed, and to take all measures required to relieve the suffering of the wounded and to care for the dead.

Following is one of the telegrams received by the department from Capt. Drake:

"Find Bennington lying easy on mud bank. Gun deck aft awash at high water. Centrifugal pump lowered water so as to recover bodies in fireroom. Expect to plug bottom and eventually float ship, stopping minor leaks. Will ship to Mare island per Iris all unnecessary equipment, ammunition, guns, mounts, except main battery. Board of investigation ordered to determine extent of damage to hull and engines. Find all officers and crew doing noble work. Will require at least two more watch officers to relieve present ones, exhausted from constant vigil and work. Officers live on board. Crew's quarters not habitable; quartered and fed by contract in army barracks adjacent to ship; working parties on board constantly."

Another telegram from Capt. Drake follows:

"Past Assistant Surgeons Peck and Smith have made inspection of wounded in hospitals under my orders. Present condition of many patients serious. Strict medical attention urgent. Request authority to employ such civilian doctors as necessary under supervision of Smith, whom I have placed in charge of the wounded; to purchase such medical and surgical necessities as required. Have visited the wounded in army barracks, Agnews and St. Joseph sanitariums. Wounded who can be moved will be concentrated in army barracks. Serious cases left in present hospitals until able to be moved. Am at present proceeding under above conditions as necessity demands it."

The following telegram was sent to Capt. Drake:

"You are given full authority to employ civilian doctors, purchase such medical supplies as may be necessary and take any measure in your discretion for alleviating the suffering of the wounded and caring for the dead.

"CHARLES W. DARLING,
"Acting Secretary."

Capt. Drake today reported from San Diego the recovery of the bodies of Frank De Curtoni, oiler, and Dwight Holland, fireman, second class, from the wreck, and in another telegram he announced that the bodies of C. S. Carter, fireman, second class, and an unidentified sailor had been recovered from the ship's head.

The revised list, as given out today, makes a total of 49 identified dead officially reported to the department and one unidentified body. The moment the department is officially advised of the finding of an additional body a telegram is sent to the nearest relative of the deceased, announcing the death and expressing the sympathy of the department.

The list of dead officially announced today, as compared with the official list of yesterday, makes these corrections: Edward Brewster Ferguson, instead of E. Ferguson; Frederick John Geiss, instead of C. J. Geiss; Oscar Frederick Nelson, not C. F.; Michael George Quirn, not N. G., and Harry Fay Saunders, not A. F. Saunders.

CAPT. DRAKE'S OPINION.

San Diego, Cal., July 23.—Capt. F. J. Drake of Mare island navy-yard, who was ordered here by the navy devartment immediately after the explosion on the Bennington, consented to make a statement to the Associated Press this evening, the first he has made for publication regarding the catastrophe. He was asked if he had read the opinion of Rear-Admiral Rae, chief engineer of the navy, as telegraphed from Washington, concerning the cause of the explosion.

"Yes," he replied, "I have read it. It is, of course, based upon supposition, I can state there were no high explosives on the Bennington, and therefore the theory of high explosives as the cause is disposed of. The accident was due to the boilers, the exact nature of which has been fully and correctly described by Capt. Young.

"It was one of those unfortunate accidents that may occur any time, and for which no satisfactory explanation can be made. Accidents will occur in spite of every precaution that may be taken. Railroads have accidents, yet they neglect no precaution."

"But, captain, is not the explosion of a boiler in a naval vessel a very unusual accident?" was suggested.

"Yes, it is unusual—very unusual, indeed," he replied.

"Will you say anything regarding the condition of the boilers—when they were last inspected and whether any report was made of defects recently?"

"The condition of the boilers of the Bennington is known in the department at Washington. Report was made and is on file in the department regarding their condition, and it is not necessary for me or Capt. Young to say anything about the matter."

Capt. Drake said that he believes the Bennington will be floated within a short time, probably within forty-eight hours.

"We are making rapid progress in pumping out the water, using a centrifugal pump which has been placed on the lighter alongside," he said. "From what we know at present there is no serious damage to the hull. The water came in through the blow-pipes at the bottom, which were broken off when the boilers were displaced. These can be repaired without great difficulty when the water is cleared from below."

Capt. Drake, like Commander Young, believes the missing—now given at sixteen—were drowned. Their bodies, he believes, will be found in the bay from time to time.

"These missing men," he said, "were undoubtedly blown into the water and were too badly injured to help themselves. I do not think any of the missing men have taken advantage of the conditions to desert, as has been suggested by some persons."

REVISED CASUALTY LIST.

San Diego, Cal., July 23.—A careful compilation of casualties was made by the Associated Press at 9 o'clock tonight, and is as follows:

Buried in military cemetery at Fort Rosecrans today, 47; dead now in morgues awaiting shipment to relatives, 11; dead in fire-room of Bennington, still unrecovered, 2; total dead, 60.

Injured at various hospitals, 49; missing, 16; grand total, 125.

Of the injured at hospitals, seven or eight are expected to die.

Forty-nine bodies were taken to the cemetery today, but two were brought back upon telegraphic orders for shipment which reached here after they had been started for the cemetery.

Ensign Perry's body has been embalmed and will be shipped to the naval cemetery at Annapolis.

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Don't worry —if you treat

Husler's Flour.

Half way decent—you'll not be disappointed on Baking Day.

BOIL AND BUBBLE, TOIL AND TROUBLE

Oil Tanks at Humble, Texas, Burned All Night and Are Still Burning.

FIVE WORKMEN PERISHED.

Flames Won't be Extinguished Until The Oil in 2,500,000 Barrels Is Exhausted.

Humble, Tex., July 24.—Covering an area of three quarters of a mile square, with a great canopy of smoke covering two square miles, the oil tanks of the Texas company continue to boil and bubble under the great heat of the burning oil, the fire having burned all night. When it can be extinguished, no one guesses. Certainly not until it has burned all of the oil in the 11 big tanks which held 2,500,000 barrels, when lightning struck them Sunday afternoon. It is now known that five of the negro workmen perished and the rumors place the number of dead as high as 50, though this cannot be confirmed. There are hundreds of homeless people, many of them only awaiting a train to go to Houston for shelter. They were living in tents and shacks in the old field and fled for their lives to the town away from danger. They left all their belongings and they have been destroyed by fire, which runs out toward the oil field, though it has not yet been communicated to any of the derricks and wells. During the whole of the night there was a heavy down pour of rain and this covered the ground with a sheet of water, coating which it is a thick film of oil. If this waste oil catches fire, then it is probable that the tanks of the Guffey company, the Sun company and the smaller owners may go. These tanks hold 4,500,000 barrels of oil.

Shortly after the big tank began to blaze, 200 workmen with 75 mules were hurried to the place to throw up earthen embankments to confine the fire to the tank where it originated. Suddenly the oil gave an upheaval, bubbled and lifted a great mass of the burning fluid bodily out of the tank and the fire was communicated to three other of the tanks. The burning oil caught the men and mules and hemmed them in. There was a wild scramble for safety, men deserting the scrapers, and running and fleeing. Some of them mounted mules and rode out, but at least 40 of the mules balked and were cremated. Five negroes were seen to go down, and it is not believed possible they could have escaped. While all of the men have not been accounted for, these five are all that are certainly known to have perished.

At 4 o'clock this morning fire broke out in the steel tanks of the Texas company at the pumping station, a mile from the original fire. What damage is being done cannot be ascertained yet because it is impossible to reach that part of the field.

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Croup.

Is a violent inflammation of the mucous membrane of the wind pipe, which sometimes extends to the larynx and bronchial tubes; and is one of the most dangerous diseases of children. It almost always comes on in the night. Give frequent small doses of Ballard's Horehound Syrup and apply Ballard's Snow Liniment externally to the throat. 25c. 50c, $1.00. Sold by Z. C. M. I. Drug Dept. B

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SPECIAL SALTAIR TIME TABLE.

PIONEER DAY, JULY 24th.

Leave Salt Lake	Arrive Salt Lake.
10:00 a. m.	12:30 p. m.
1:00 p. m.	2:15 p. m.
1:45 p. m.	3:00 p. m.
2:30 p. m.	3:45 p. m.
3:15 p. m.	4:30 p. m.
4:00 p. m.	5:15 p. m.
4:45 p. m.	6:00 p. m.
5:30	6:45 p. m.
6:15 p. m.	7:30 p. m.
7:00 p. m.	8:15 p. m.
7:45 p. m.	9:00 p. m.
8:30 p. m.	9:45 p. m.
9:15 p. m.	10:30 p. m.
10:00 p. m.	11:15 p. m.
10:45 p. m.	12:00 p. m.

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TEA

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"The Lagoon Road"

Simon Bamberger, Pres. and Gen. Mgr. A. D. Pierson, G. P. & T. Agt.

Time Table in Effect May 20th, 1905.
Leave Salt Lake—
6:30, 9:00, 11:00 a. m.; 2:00, 4:00, 6:00, 7:00, 8:00 p. m.
Leave Lagoon—
7:30, 10:00 a. m., 12 m., 3:00, 5:00, 7:00, 9:00, 10:30 p. m.
Extra Trains on Sundays and Holidays.
Leave Salt Lake 3 and 5:00 p. m.
Leave Lagoon, 4:00 and 6:00 p. m.

OREGON SHORT LINE RAILROAD Time Table

IN EFFECT June 1st, 1905.

ARRIVE.

No. 4—From Ogden, Chicago, Omaha, St. Louis, Kansas City and Denver	8:15 a.m.
No. 8—From Ogden, Portland, Butte and San Francisco	8:30 a.m.
No. 6—From Ogden and intermediate points	9:30 a.m.
No. 12—From Ogden, Cache Valley and intermediate points	11:45 a.m.
No. 2—From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco	4:45 p.m.
No. 10—From Ogden, Cache Valley, Butte, Portland and San Francisco	7:40 p.m.

DEPART.

No. 5—For Ogden, Omaha, Chicago, Denver, Kansas City and St. Louis	7:10 a.m.
No. 7—For Ogden, Portland, Butte, San Francisco and intermediate points	10:30 a.m.
No. 1—For Ogden, Omaha, Chicago, Denver, Kansas City, St. Louis and San Francisco	1:40 p.m.
No. 11—For Ogden, Cache Valley and intermediate points	4:10 p.m.
No. 3—For Ogden, Denver, Kansas City, Omaha, St. Louis and Chicago	6:05 p.m.
No. 9—For Ogden, Cache Valley, Butte, Helena, Portland, San Francisco and intermediate points	11:45 p.m.

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D. E. BURLEY, G. P. & T. A.
D. S. SPENCER, A. G. & T. A.
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Telephone 250.

Note:—Train numbers shown above are Oregon Short Line train numbers and do not apply to the Southern Pacific west of Ogden or the Union Pacific east thereof.

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SALT LAKE ROUTE

TIME TABLE
Effective May 1st, 1905.

DEPART DAILY.

From Oregon Short Line Depot, Salt Lake City.

No. 5—For Stockton & Tintic District	7:45 a.m.
No. 23—For Provo, Marysvale, Manti and Points on Sevier Valley	8:00 a.m.
No. 51—For Provo, Nephi and Lynn	3:00 p.m.
No. 1—For Los Angeles and Intermediate Points	3:40 p.m.
No. 55—For Nephi and Intermediate Points	11:50 p.m.

ARRIVE DAILY.

No. 2—From Los Angeles and Intermediate Points	6:50 a.m.
No. 52—From Lynn, Provo and Intermediate Points	9:00 a.m.
No. 56—From Manti, Nephi and Intermediate Points	1:20 p.m.
No. 54—From Nephi, Provo and Intermediate Points	5:40 p.m.
No. 6—From Tintic District and Intermediate Points	6:00 p.m.

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THE DENVER & RIO GRANDE RAILROAD

Current Time Table.
In Effect May 21, 1905.

LEAVE SALT LAKE CITY.

No. 10—For Heber, Provo and Marysvale	8:00 a.m.
No. 102—For Park City	8:15 a.m.
No. 6—For Denver and East	8:50 a.m.
No. 18—For Ogden and Local Points	10:25 a.m.
No. 4—For Ogden and West	10:35 a.m.
No. 1—For Ogden and West	1:45 p.m.
No. 3—For Denver and East	2:10 p.m.
No. 8—For Provo and Eureka	5:00 p.m.
No. 112—For Bingham	8:10 a.m.
No. 114—For Bingham	3:00 p.m.
No. 11—For Ogden and Local points	6:05 p.m.
No. 4—For Denver and East	8:00 p.m.
No. 3—For Ogden and West	11:10 p.m.

ARRIVE SALT LAKE CITY.

No. 6—From Ogden and the West	8:40 a.m.
No. 12—From Ogden and Local points	9:50 a.m.
No. 7—From Eureka and Provo	10:00 a.m.
No. 5—From Denver and East	10:25 a.m.
No. 1—From Denver and East	1:55 p.m.
No. 14—From Ogden	3:05 p.m.
No. 2—From Ogden and the West	8:40 p.m.
No. 101—From Park City	8:15 p.m.
No. 9—From Heber, Provo and Marysvale	6:00 p.m.
No. 113—From Bingham	10:00 a.m.
No. 115—From Bingham	8:40 p.m.
No. 4—From Ogden and the West	7:30 p.m.
No. 3—From Denver and East	11:00 p.m.

All trains except Nos. 1 to 6 inclusive stop at intermediate points.

Ticket Office, Dooly Block. 'Phone 205.

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