

EXPLOSION ON THE GEORGIA

Eight of Her Officers and Crew Dead and Thirteen Others Terribly Injured.

IN SUPERIMPOSED TURRET.

How Accident Occurred is Not Known—Navy Department Officers Depressed Over Series of Disasters.

Boston, July 15.—With eight of her officers and crew dead and 13 others either dying or suffering from terrible burns resulting from an explosion of powder in the after superimposed turret, the battleship Georgia steamed slowly up Boston harbor from the target practice grounds in Cape Cod bay late today and landed the dead and injured men at the Charlestown navy-yard. With the arrival of the Georgia there became known the details of the most terrible naval accident that has ever taken place along the coast of New England. The accident occurred shortly before noon today, while the Georgia's crew were in target practice off Barnstable in Cape Cod bay.

In some manner as yet unexplained two bags of powder became ignited, and in the terrible flash that followed the entire turret crew, consisting of three officers and 18 men, were engulfed in a fire and received horrible burns, one officer and five men dying before the ship reached port. The victims of the accident are:

DEAD.
Goldswaite, Faulkner, midshipman, Kentucky.
Thatcher, William J., chief turret gunner, Wilmington, Dela.
Hanks, William Joseph, seaman, Quincy, Mass.
Hamilton, George G., ordinary seaman, South Framingham, Mass.
Miller, George E., ordinary seaman, Quincy, Mass.
Thomas, William M., seaman, Newport, R. I.
Parr, William, Brooklyn, N. Y.
Goodrich, Lieut. Casper, Brooklyn, N. Y.

SERIOUSLY INJURED.
Cruse, John T., midshipman, Nebraska, hands and face burned very seriously.
Schlapp, Frank, boatswain's mate, second class, North Adams, Mass., back, chest, arms and face burned.
Hansell, Charles, gunner's mate, first class, New York; face and hands burned.

Grund, Orley, chief yeoman, Richmond, Minn.; arms, back and face burned.
Walsh, Edw. J., seaman, Lynn, Mass.; chest and face burned, fatally.
Rush, John A., ordinary seaman, New York; face, arms and chest burned, probably fatally.

Rich, Charles L., ordinary seaman, Portland, Ind.; face, arms and hands burned.
Paine, John A., ordinary seaman, Southwick, Mass.; two-thirds of body burned.
Gilbert, Harold L., ordinary seaman, Southwick, Mass.; two-thirds of body burned.

Mallick, John C., ordinary seaman, Cleveland, O.; arms and face burned.
Moses, Louis O., ordinary seaman, Boston, O.; arms, face and chest burned.
Rosenberger, Samuel L., ordinary seaman, Philadelphia; arms and face burned.

Thomas, James P., ordinary seaman, Brooklyn, N. Y.; face, arms, chest and back burned, fatally.
Four other men received minor injuries. Their names were not given out and they were not taken off the ship.

The explosion occurred in the after superimposed turret, where the men, under command of Lieut. Casper Goodrich, son of Rear Admiral Goodrich, commander of the New York navy yard, and Midshipman Faulkner Goldswaite, and John A. Cruse, were operating the 8-inch guns.

THE EXPLOSION.
The guns in the forward turret had fired eight rounds of practice and the guns of the after turret had fired one round. Two cases, as the big 100-pound shells of powder are called, had just been fired through the communication holes and were in the hands of the loader, whose name is withheld by the ship's officers. The loader stood at the breach of one of the 8-inch guns ready to load the charge. At this instant the turret was seen to be smoky and two men who stood near the loader saw a black spot on the bag, indicating that the charge had ignited and was smoking. The loader discovered the spot at the same instant and threw himself forward on his face, at the same time uttering a warning to his turret mates. The other men who had seen the spot threw themselves on the floor of the turret. Before the other men in the turret could understand what caused the loader's cry of warning there was a blinding flash as the burning powder exploded. Flame, smoke and noxious gases sufficed and maddened with pain, the men who were in the turret were killed or injured. Some were blinded and some were deafened. The loader, who was of course nearest the powder, was terribly injured, as was every other man in the turret. The explosion was so great that the turret was blown into the air and the men who were in the turret were blown into the air.

ALL HORRIBLY BURNED.
Both the living and dead were found to be terribly burned. Three of the men were burned beyond recognition. Eyes were burned out and faces, bodies, arms and legs blackened.

Soon after the men had been placed in their cots in the ward it was seen that Lieut. Goodrich, Parr, Walsh and Thomas had but a short time to live. Six doctors and attendants watched constantly at the bedside of Lieut. Goodrich, who was barely alive, and at 6:30 o'clock it was thought a half hour would put him beyond suffering. Then he rallied enough to give the surgeons hope that his father would be in time to see him alive. Then, within a short time, he suffered untold agony, begging piteously that he might live, but his doctors did not believe he would last through the night.

The rows of cots in the wards, where his suffering, bandaged, burned, and sufficed men, in almost every case, though suffering, uttered not a sound. Heads were bandaged to twice their normal size, and all stained a vivid yellow by the soothing oil that saturated them to assuage the pain. Arms, hands, legs and bodies were similarly bandaged, and the worst cases seemed to be all bandaged.

Several incidents were told of the courage and heroism of some of the men just after the explosion. Chaplain Chittenden was the first officer to reach the turret. The first man he found was Midshipman Cruse, who was terribly injured. He would not allow the chaplain to do anything for him, but said:

"Let me alone, I am all right. Look after those other fellows." In one or two other cases, also, he met with the same spirit of self-sacrifice.

FLAGS AT HALF MAST.
The national colors floated at the peak of the Georgia as she steamed up the harbor. As the ship made fast to the navy-yard dock the flag at the peak was lowered, and the flag at the stern ran up to the top of the staff. A few moments later every flag in the vessel was half masted, while the other vessels in the harbor followed suit. The crew of the Georgia was allowed a quarter that the battleship remained at the yard. On the right side of the pier the battleship Illinois had her foremast covered with sailors and marines, all of whom stood at attention.

As soon as the last of the dead had been removed from the ship preparations were made for sailing. Word had been received from Washington that the ship would be taken to the target practice grounds, and tomorrow the Georgia will resume her practice with her great guns.

While the ship was at the pier a few of the officers, including Capt. McCrea, came down the gang-plank for a brief conversation with officers attached to the navy-yard and the warships at present in port. None of them would discuss the accident. After the Georgia sailed away, at 6:05 o'clock, one of the navy-yard officers gave out a brief official statement of the accident, which read as follows:

OFFICIAL STATEMENT.
"About 10 a. m. July 15, while engaged in record target practice, with the 8-inch guns mounted in the after superimposed turret, firing at the target at the time, a powder charge exploded, resulting in the death of eight officers and crew, and the serious injury of 13 others. The explosion occurred in the after superimposed turret, where the men, under command of Lieut. Casper Goodrich, son of Rear Admiral Goodrich, commander of the New York navy yard, and Midshipman Faulkner Goldswaite, and John A. Cruse, were operating the 8-inch guns."

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by drowning in preference to death by slow fire.

When the smoke of the burning powder had cleared away the shipmates of the unfortunate men rushed to their assistance and tenderly their burns were dressed by the surgeons.

In the meantime, Lieut. Goodrich and Seaman Malick had been rescued by a launch that was returning from an inspection of the target.

The surgical staff of the Georgia was soon reinforced by the surgeons of the yards in the fleet, who had been informed of the accident and summoned to the scene.

A wireless message telling the brief details of the accident was received by the government wireless station on the highlands of Cape Cod and thence overland to the navy department at Washington.

An examination of the turret after the accident failed to show that any serious damage had resulted to the ship.

Immediately upon learning the details of the accident, Capt. Henry McCrea, commander of the Georgia, notified Rear Admiral Charles M. Thomas, commander of the squadron, of what had occurred.

Rear Admiral Thomas ordered an investigation board to examine into the cause of the accident. Until this board makes its report the navy cannot say the explosion will be in doubt, and it is uncertain even that the board will be able to determine definitely what ignited the powder.

TWO THEORIES OF EXPLOSION.
Two theories are entertained. One belief is that a spark from the discharge of the guns floated back into the turret through a gun port and settled on to the powder cases. Another theory is that the spark that caused the trouble came from the smokestacks of the ship and floated through the gun ports.

That a floating spark caused the accident seemed evident to several men, but whether from a gun or a funnel flamed a topic for discussion.

Not until half an hour after the Georgia came up to the dock at the navy-yard was it known that there had been any fatalities. On the way to the dock the ship was met by Midshipman Goldswaite, who was in the ship, and a little later death ended the sufferings of Turret Capt. Thatcher and the other officers and crew.

When the Georgia arrived at the navy yard dock about 4:45 o'clock a great crowd was awaiting her.

Several hundred workmen from the machine shops and other departments of the yard had gathered, as well as a large crowd of newspaper men and three priests, the latter believing that they might be called on to administer the consolations of the Roman Catholic church to dying sufferers of that faith.

NO ONE ALLOWED ON DECK.
With the exception of officers and the priests, however, no one was allowed on the deck. A detachment of marines, armed with fixed bayonets, kept the crowd at a respectful distance and no one was allowed to pass down the pier. As soon as the ship was moored, the gun crew gave ambulances drove up to receive the injured men.

Tenderly the sufferers were borne down the gang-plank and placed on stretchers and the ambulances, which carried them to the naval hospital.

Assistant Surgeon Paul T. Dessex, medical director of the naval hospital, had charge of the injured in the wards and attended to redressing the wounds and seeing that everything possible was done for those who appeared to be dying. Working with him were naval surgeons from other warships.

A message from Rear Admiral Goodrich had been received requesting hourly bulletins on the condition of his son and they were sent to various points along the railroad line, to be delivered to him on his way to the city. He was due at 10 o'clock tonight.

As soon as the men had been made as comfortable as possible the officers were able to talk of something of the terrible experience they had been through.

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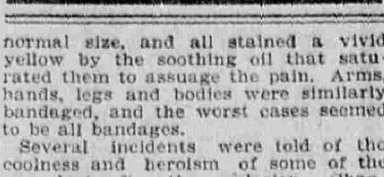
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Ask any chief of experience about the Good Bread and he will tell you truthfully that it is all in the selection of flour.



Is the choice of chefs that know.

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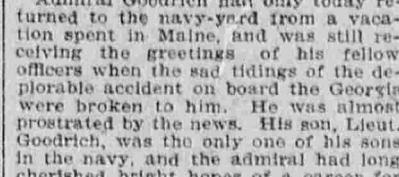
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GOVERNMENT SUES UTAH FUEL COMPANY.

Denver, July 15.—Charged with having fraudulently acquired valuable coal lands in Gunnison county, Colorado, by means of dummy entries, the Utah Fuel company, owned and controlled by the Denver & Rio Grande Railway company, and its officers and directors, are being sued in the federal court today by United States Dist. Atty. Bart M. Cranston, seeking the recovery of the lands and a reasonable price for all coal mined in it.

The complaint avers that the government greatly fears that other lands may be grabbed by the Utah Fuel company's agents and asks for an injunction to prevent such seizures.

JUDGE HUMPHREYS EXONERATED, ADMONISHED

Washington, D. C., July 15.—The attorney-general has completed his examination of the charges against United States Judge Thomas C. Humphrey of the Central district of the Indian Territory. As a result of the investigation Judge Humphrey has been exonerated of all charges reflecting upon his integrity, but has been admonished that the form of certain proceedings were such as to subject him to criticism.

The charges made were largely by the officers of a trust company doing business in the Indian Territory, who claimed that Judge Humphrey had taken improper action with relation to the sale of timber on Indian minors' lands and also in other transactions involving the estates of Indian minors.

THE CHARMING WOMAN.

Is not necessarily one of perfect form and features. Many a plain woman who could never serve as an artist's model, possesses those rare qualities that all the world admires: neatness, clear eyes, clean smooth skin and that springiness of step and action that accompany good health.

A physically weak woman is never attractive, not even to herself. Electric Bitters restore weak women, give strong nerves, bright eyes, smooth, velvety skin, beautiful complexion. Guaranteed at Z. C. M. I. Drug Store, 112 and 114 Main Street, 50c.

SHORT TALKS BY L. T. COOPER.

INDIGESTION.
Show me a person who suffers from indigestion or dyspepsia and I will

show you a person with the meanest disposition on earth. You can't blame them. Nothing in the world takes all the cheer and brightness out of life like a balky stomach. People who suffer in this way feel out

of sorts and irritable all the time. They can't eat a meal without suffering intensely afterward. Their faces are usually covered with pimples and blotches. They always have headache, constipation, are tired and listless and as many whom I have talked to put it just as soon as possible to get away from me. They are always doing themselves on pills and pre-digested foods and the like until they have so weakened their stomachs that they can't eat anything.

I have seen a man who had lived for months on milk and toast, take a bottle or two of Cooper's New Discovery and inside of two weeks he was eating a big meal at night then go to bed and sleep as well as any one. Here is one case I have in mind.

Mr. E. KEOGH, 1907 Ogden Ave., Superior, Wis., recently wrote me:

"No one knows what awful suffering I have endured from indigestion. My stomach would not digest the simplest food and I suffered what I call 'I would be sure to suffer afterwards.' I was also constipated and had queer dizzy spells and frightful headaches. Stop that! I felt so badly that I could scarcely walk. I had taken Cooper's New Discovery but a short time when I noticed a decided improvement. Now I can truthfully say I feel greatly improved in every way and at the same time in ten years I enjoyed a hearty meal. I am indeed very grateful to you."

FIREMEN WON'T STRIKE.

Chicago, July 15.—Despite the orders of the central officers of the union at Philadelphia, firemen at Whiting, Ind., employed by the Standard Oil company, have decided to strike. This determination was reached yesterday after a conference with the officials of the company, at which an increase of pay from 22 1/2 cents to 25 cents an hour was granted to the officials of the Whiting union said:

"There will be no strike tomorrow, no matter what Pennsylvania or any other part of the country may say. The men feel well paid, and the union is recognized."

LEADVILLE JIMMY ARRESTED.

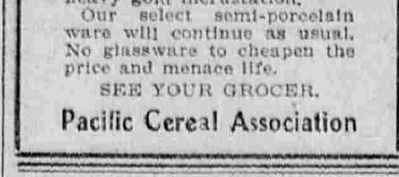
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