

B. L. Holland, father, same, Cal.
KAMMER, Andrew, same, second class;
Jacob Kammer, father, Louisville, Ohio.
KUNZ, Charles Joseph, coal passer; Anton
Kunz, St. Louis.
McKONN, Charles Oliver, machinist's mate,
second class; P. C. McGuire, Fulton, Mich.
McKONN, John, fireman, first class; Charles
McKONN, New Lohrhop, Minn.
McKONN, Joseph, boatwain's mate, second
class; Mrs. E. Barnicot, aunt, 34 Water
street, Quincy, Mass.
NELSON, Oscar Frederick, coal passer;
Eliza Nelson, mother, 3703 Main street, Minne-
sota, Minn.
QUINN, Michael George, oiler; Kate Quinn,
sister, 216 Pleasant street, Winthrop, Mass.
PERRY, Newman K., Ensign; wife is now
at San Diego.
ROBINSON, Edward Burton, ordinary seaman;
Hazel Robinson, sister, Buely Park, Cal.
RUSHING, Claude Emerson, coal passer;
Clarence Rushing, brother, Augusta, Mo.
SCHROEDER, Albert H., seaman; Mrs. Ida
Schroeder, mother, New York.
WENDERS, Harry, apprentice seaman;
Mrs. R. T. Fellis, mother, Springfield, Mo.
SMITH, Harry F., ordinary seaman; Thomas
Smith, father, Harrisonville, Mo.
SAYORS, Robert L., ordinary seaman; Mrs.
Elizabeth Sayors, mother, New York.
TAYLOR, Wesley M., seaman; Thomas M.
Taylor, father, 206 Decatur street, Atlanta, Ga.
WILSON, William C., apprentice seaman;
Mrs. T. B. Taylor, mother, Santa Cruz, Cal.
WRIGHT, William Warren, coal passer;
Heurion Wright, father, Franklin Park, N. J.

ENGINEERS INEFFICIENT

No Warrant Machinist Aboard the Bennington

SAN FRANCISCO, July 23.—That the explosion of boilers on the Bennington was due to inefficiency of the engineering department of the ship is the opinion which is fast gaining credence among naval officers at the Naval Academy, San Francisco. One of the best known officers in the yard said that there was no warrant machinist aboard the Bennington, and that the officer under whose supervision the ship's engines and boilers had been placed never had a day's experience in an engine room, and the exact condition of the boilers was never at any time known to him. A former naval architect who has kept in close touch with naval engineering for forty years in discussing the accident said: "The disaster is likely to cause Congress to consider changing the personnel law of 1896, by the operation of which the engineer corps of the navy ceased to exist as a special corps, its members being merged into the line. On July 1, 1896, when the reorganization went into effect, 159 engineer officers were transferred to the line and this number has steadily decreased by resignation, retirement and death until it has reached the low total of 121.

GOODRICH HEARS THE NEWS

Hurries Out of Bellingham Harbor Toward San Diego

BELLINGHAM, Wash., July 23.—Rear Admiral Goodrich, in command of the Pacific Squadron, heard the news of the Bennington disaster in Bellingham yesterday morning for the first time. The admiral steamed into the harbor on his flagship, the Chicago, accompanied by the cruiser Marblehead and the destroyer Perry, on the way to Seattle from Alaska. When informed of the disaster the admiral immediately set course for San Diego, and five hours after he sailed into the bay he was on his way south. The admiral's surprise and distress at the news of the disaster was held as soon as he arrived at San Diego. Admiral Goodrich said: "This disaster is almost beyond my mental grasp. Yet I credit the number said to have been killed. With the number of men that the Bennington carried and with an explosion occurring, as it is placed wherever and whenever the crew was aboard, it seems strange that the death list is not even larger."

PRESIDENT RECEIVES REPORT

Navy Department Sends Particulars of the Disaster

OSTEER BAY, N. Y., July 23.—The President today received a report from the Navy Department relative to the Bennington disaster in response to his inquiry. The despatch is as follows: "The PRESIDENT. Your telegram received. The explosion in boiler which was about to be repaired when boiler burst and was forced astern through its bulkhead, coming in contact with a second boiler, set fire to the boiler, which exploded, and both boilers exploding with two close explosions. There was no noise, ship filled from stern to stern with scalding steam, soot and ash, and the opening to the boiler, others jumped overboard for air, many of whom were drowned. Survivors comfortably floated in army barracks, wounded are scattered about the local hospitals, those but slightly wounded in private residences. Latest report from commanding officer gives forty-five dead identified, eleven unidentifiable, forty-eight wounded, number of whom will die, seventeen missing; total number on board, 190.

CAPT. DRAKE IN CHARGE

We Will Employ Civilian Doctors—Experts to Float the Boat

WASHINGTON, July 23.—Capt. F. J. Drake, Commandant of the Mare Island Navy Yard, who has been sent to San Diego to assist in handling the situation resulting from the explosion on the Bennington, has ordered an investigation of the accident. He is informed that the Navy department a telegram received at 5 o'clock this morning. Capt. Drake says that he has appointed a board of investigation, but he does not give the names of the officers who have been named. Primarily the board is appointed to make an examination of the hull and engines of the wrecked vessel, but they will also make an investigation to determine the causes of the accident.

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