SPECIAL NOTICES.

HEISKELL AND McLERAN HAVE REMOVED THEIR REAL ESTATE OFFICE TO NO. 1403 H ST. N.W. jy16-10t

NOTICE—SOUTHEAST CONTRACTORS WILL find dump for several hundred loads of dirt near 1624 D st. s.e. For terms apply to A. S. MORSE, on premises. jy16-2t*

WASHINGTON, D. C., JUNE 26, 1907. The partnership heretofore existing between the undersigned, in the grocery business, under the firm name of LERCH & WRIGHT, at Langdon, D. C., is hereby dissolved by mutual consent. Mr. John J. Bernard Lerch will continue the business at the old stand, and will assume the liabilities of the late firm, and to whom all debts due the said late firm should be paid. JAS. H. WRIGHT, J. J. BERNARD LERCH. jy16-1aw,4t*

Satisfactory Bookbinding —is the only kind we do. Blank Books ruled and bound in any style desired. Prompt work—fairest prices.
Geo. E. Howard, 714 12th St. PRINTER, ENGRAVER AND BOOKBINDER. jy16-d,e8u,14

—The Very Newest Patterns in Light-weight Fabrics —for MEN'S SUMMER SUITS. Inspect our stock now and place orders before leaving for your outing. ☞Lowest prices for THE BEST.
E. H. Snyder & Co., Tailors, 1111 PENNSYLVANIA AVENUE. jy16-tu,th,sa,10

Engraving That's Perfect —The more particular you are the greater will be your appreciation of the manner in which we do engraving. Most capable craftsmen employed.
Judd & Detweiler, INC., The Big Print Shop, 420-22 11th st. jy16-10d

Fine Large Bookbindery. —Hodges' Bookbindery is large and perfectly equipped. Excellent work—reasonable charges. HODGES' BIG BOOKBINDERY, 420-22 11th, next Star jy16-6d

Five Special Piano Bargains: Steinway, $150; Kranich & Bach, $250; Stieff, $300; Fischer, $175, and Knabe, $350. Some are almost new. O. J. DeMOLL & CO., 1231 G Street n.w. jy16-5t,5

Use "Tennessee" Whisky for Juleps and other summer drinks. It's the whisky with the right flavor. $1 large bottle.
Shoemaker Co., 1331 E st. 'Phone 1185-M. jy16-tu,th,sa,10

Unprecedented Success in Roof Work. "Slag Roofing." —Results count. You get perfect results when the "Roofing Experts" do the Roof Repairing, Tinning, Guttering or Spouting. All work guaranteed.
Grafton & Son, Inc., Roofing Experts, 714 9th st. n.w. 'Phone M. 760. jy16-10d

NOTICE IS HEREBY GIVEN THAT ON AND after Monday, July 22, 1907, the below-named wholesale fruit and produce houses will cease the sale of all fruits and produce promptly at 3 o'clock p.m.

Wm. O. Shreve & Sons.	John H. Klein & Co.
Robert L. Anderson.	Ernest M. Merrick.
E. J. Adams & Co.	L. Daniels & Co.
Heitmuller & Helder.	W. S. Anderson Co.
Wm. W. Lehlbach & Son.	W. H. Harrison.
H. R. Watson.	C. E. Nichols.
Jno. A. Davis & Son.	jy15-7t

WILL ANY PERSON WHO SAW THE COLLISION between man riding a bicycle and an automobile of Byron S. Adams on Pa. ave. between 8th and 9th sts. Friday evening, July 12, 1907, about 9 o'clock, kindly communicate with GEORGE P. HOOVER, Commercial National Bank bldg.? jy15-3t

SPECIAL THIS WEEK. One special lot of Extra Fine Writing Paper; regularly 20c and 25c pound. Bond and cloth finish, unruled. In blue only. Our leader, pound..... 7c
R. P. Andrews Paper Co., INCORPORATED, The House With the Yellow Front, **Louisiana Avenue Near the Cor. of 7th & Pa. Ave.** We close on Saturdays at 1 o'clock. Other days at 5 p.m. jy15-d,e8u,25

Expertness in Roof Work. —The fact that Coberth repairs the roof is a guarantee of first-class work. Glad to give estimate at any time.
Coberth, Practical Tinner, Stove Expert, 812 14th st. n.w. 'Phone M. 2730. jy15-6d

BLANK BOOKS. There's not a style of blank book you could desire missing from our stock. Lowest Prices.
E. MORRISON PAPER CO. 1009 PA. AVE. AND 401-03-05 ELEVENTH ST. jy15-d,e8u,14

ROCHDALE CO-OPERATIVE SOC.—REGULAR quarterly meeting of the society will be held Tuesday evening, July 16, 1907, at 7:30 p.m., at 635 G st. n.w., 2d floor. Present your trade cards at door. By order of the executive com. H. C. EMERY, Sec., 635 G st. n.w. jy13-3t,eSu

Perfect Sanitation Essential to Health. —Have us replace the old bathroom fixtures with up-to-date appliances. First-class work guaranteed. Charges moderate.
Hutchinson & McCarthy, 1317 14TH ST. Formerly 520 10th st. jy12-10d

SUMMER TOGGERY FOR MEN. Our summer sale is now on, and you'll find special bargains all over the store.
TYSSOWSKI BROS., 726 15TH ST. N.W. Shirt Makers. Agency Dr. Jaeger's Underwear. jy10-10d

Clearance Sale. 25 per cent DISCOUNT on all SUMMER suitings. $25 Suits for $18.75. G. WARFIELD SIMPSON, 1208 F n.w. jy10-tf-6

COLUMBIA TRANSFER CO. NOW LOCATED AT 903 NEW YORK AVE. Padded vans, $4 load; 2-horse wagon, $3 load. Moving—Packing—Shipping—Storage. mh9-tf,d

NOTICE TO TAXPAYERS. Increase the Value of Your Property by Having COLBURN BROS., CONTRACTORS For Cement Pavements, Construct Your Walks, Steps, Copings, Basement and Stable Floors. All Work Guaranteed. Room 222, Colorado Building. ap15-tf,8

Greenberg—Timepiece Expert. —Repairing Swiss Watches a specialty. Cleaning, 75c. Mainspring, 75c. Crystal, 10c. MAX GREENBERG, 523 10th st. n.w. my31-d,eSu,8

SPIRITUALISM.

MR. E. MILLON IS DAILY GIVING PSYCHIC readings and independent slate writings. You can call at any time and have a private sitting. Advice and information. 912 Eye st. n.w. fe20-30t*

QUICK WORK DONE.

Stolen Wheel Recovered Within Two Hours After It Was Missed.

Within one hour after John H. Brown lost his bicycle on E street northwest yesterday afternoon the stolen property was recovered and Leonard Lucas and George Williams were locked up in the fourth precinct station house, charged with stealing it. The trial of these men came up in the Police Court this morning, and after hearing the evidence Judge Mills ordered Williams to pay $25 fine or serve three months in jail. The charge against Lucas was dismissed.

After the report of the larceny had been received at police headquarters and sent to all the station houses, Policemen Hilton and Ricketts of the fourth precinct discovered Williams offering the wheel to Charles Shore at 4½ street and Maine avenue southwest for $1. That led to the arrest of the two men.

It pays to read the want columns of The Star. Hundreds of situations are filled through them.

THE GEORGIA, HER COMMANDER AND VICTIMS OF FATALITY.

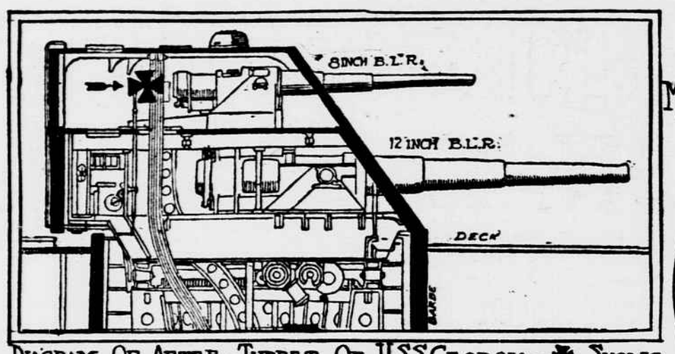
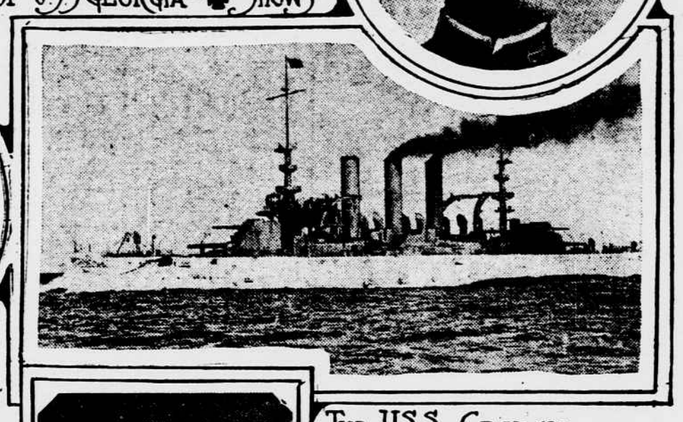


DIAGRAM OF AFTER TURRET OF U.S.S. GEORGIA—★ SHOWS WHERE CHARGE WAS IGNITED

MIDSHIPMAN FAULKNER GOLDTHWAITE

MIDSHIPMAN JOHN T. CRUSE



THE U.S.S. GEORGIA

CAPT. HENRY McCREA

VICTIMS TELL OF HORRORS FACED IN BLAZING TURRET

Thrilling Story of Battleship Explosion Survivor.

MEN CAUGHT BY FLAMES

Escape Cut Off by Stifling Gases From Powder.

DEAD NOW NUMBER EIGHT

Lives of Three of the Injured Sailors Hanging by Threads — Admiral Yamamoto Sends Flowers to Wounded in the Hospitals.

Eight men dead, thirteen injured, three of them so seriously that death may come at any time, is the record of the explosion of a one-hundred-pound gun charge on board the battleship Georgia yesterday. One of the injured sailors today, from his cot in the hospital, told the thrilling story of the scene of horror in the blazing turret as the men struggled to escape to the open air. The explosion will be the subject of a searching investigation by the Navy Department, but it will be necessary to await the recovery of some of the wounded men before the inquiry can proceed. Admiral Yamamoto of the Japanese navy sent several large boxes of flowers to the wounded men today.

BOSTON, July 16.—From his cot in the Naval Hospital at Chelsea, Acting Gunner's Captain Charles H. Hansel today was able to tell the story of the accident on the United States battleship Georgia which cost eight lives and caused injuries to thirteen other men in Cape Cod bay yesterday. Mr. Hansel said:

"None of us knew much about it till it was all over, it was so quick. When I saw that first flash instinct told me what was up, and I kept presence of mind enough to dodge back from the sheet of flame that began to envelop the turret. I got down to the floor, crawled under the gun and out to the porthole as far as I could get. Here I could get some air, and I was so low down that the fumes did not hurt me seriously. Kimball was with me and he did not get a burn. My hand was burned where I held an iron rod, and I got burned around the head, but I guess it is not very bad.

Trapped by Flames.

"The instant the flash came Lieut. Goodrich, who was in charge of the work in our turret, rushed to the hatchway on top of the turret, thinking to get out before the turret filled with smoke and gas, but the powder was too quick for him, and he was horribly burned before he could get to the air and safety. Seaman Maleck was sitting on top of the turret, where he was stationed to take messages, with his legs hanging down the hatchway. Influenced probably by Lieut. Goodrich, who, maddened by his suffering, plunged into the sea, he threw himself overboard, too.

"The first flash was followed quickly by a second from the other bag of powder, each containing about 100 pounds of smokeless powder. That was a moment of terror to all who were still conscious, but they were few. Men were lying in heaps, moaning, dying, unconscious, baking and suffocating.

"The next minute seemed eternity, but help from outside came quickly and the men were lifted out and taken away to be cared for. But living men could not enter the turret until the heat had been overcome by pouring in water, which also settled the smoke and drove out the gases to some extent. These poor fellows were terribly burned, some so as to be unrecognizable. Eyes were burned out, faces, bodies and arms and legs blackened, and there were no features left on some charred faces.

"Making a Record."

"Midshipman Cruse was pointing the gun when the flash came, and I was by his side. He did not move away from the sheet of flames as quickly as I did, and was fearfully burned. We were making a record, all right. Lieut. Goodrich took great pride in the work, and had all the men worked up to enthusiasm. We had fired nine shots and made nine hits, and still had time enough to fire twice more, and that meant two more hits the way we were shooting, and still be within two minutes. Now, when you fire eleven shots with eight-inch guns in two minutes you're doing some shooting, whether you hit the mark or not. But we were hitting.

"How those fellows suffered after they were taken out. Capt. McCrea won the love of every man on that ship yesterday. Time and again he came down to the hospital, and would bend over some dying fellow with his face close to the lips that were trying to speak and try to make out the last words, and then turn away with the feelings of his heart written on his face. All the officers and the men behaved splendidly through it all, and there was no confusion. It's a fine ship, and if I go back I want to go back to the Georgia."

Two great boxes, one addressed to Midshipman Cruse and the other to "The Sailors of the Georgia," were received at the Naval Hospital today. They contained flowers, and inside of each box was the card of Admiral Yamamoto, the Japanese naval officer who visited Boston yesterday.

Of the thirteen survivors three are believed to have but small chance of recovery. The injured are at the United States naval hospital at Chelsea. The three men whose lives are despaired of are Edward J. Walsh, seaman, of Lynn, Mass., whose chest and face are badly burned; Louis O. Meese of Berea, Ohio, ordinary seaman, whose arms, face and chest were burned, and James P. Thomas, ordinary seaman, of Brooklyn, N. Y., whose face, arms, chest and back were burned. The hospital authorities say Walsh and Thomas might live through the day.

Two Died Last Night.

When the Georgia arrived here yesterday she carried the corpses of six of her crew who had died from their burns on the way from the target grounds to the hospital, and last night two more succumbed to their injuries. One of those who died last night was Lieut. Caspar Goodrich, a son of Rear Admiral Caspar F. Goodrich, commandant of the New York navy yard. Admiral Goodrich arrived at the hospital with his wife last night just before his son died, after a hurried trip from Brooklyn.

The cause of the accident was the falling of a spark which was probably blown from one of the Georgia's smokestacks on a bag of powder which a loader was carrying do a gun in the after superimposed turret. The powder burst into flames and enveloped the twenty-one men who were penned in the steel cage. The battleship suffered comparatively little damage from the explosion and resumed target practice under orders of the Navy Department.

Navy Department Conference.

Rear Admiral Brownson, chief of the bureau of navigation, conferred with Acting Secretary Newberry as soon as the Navy Department opened for business today, regarding the accident yesterday on the battleship Georgia, in which eight men lost their lives, and a number of others were injured. The admiral had with him all the dispatches which had been received overnight from the responsible officers of the Boston navy yard and from other sources. These related, however, largely to the dead and injured, for whose care and attention orders were promptly given by the acting secretary here. The dispatches at hand convey no information not published in the newspapers; indeed, the data available from them is not as complete as that in the public press.

The report of the board of investigation which will examine into the cause of the accident is anxiously looked for by the naval officials. This is expected to come by wireless telegraph from Admiral Thomas, commanding the second division of the battleship fleet, as soon as the board's work is completed.

Must Wait on Wounded.

Under ordinary circumstances the board of examination would be able to conduct its inquiry aboard ship and thus expedite its work. In the present instance, however, it may be necessary to interrogate those officers and men who were in the turret at the time of the accident. As these men are now in the hospital, it may be necessary for the members of the board to proceed to Boston for the purpose of obtaining their statements.

Advices received at the Navy Department are that the Georgia reached her practice ground, near Provincetown, Mass., at 10 o'clock last night. She will resume her record target practice tomorrow. It is generally expected at the Navy Department that the board will be made up of the captains of the ships composing the second division of the battleship fleet and of the Louisiana, which was with the other vessels at the time. In that event the board would be made up of Capts. Schroeder of the Virginia, Wainwright of the Louisiana, Kimball of the New Jersey, McCrea of the Georgia and Bowman of the Rhode Island.

A brief report of the accident has been sent to the President at Oyster Bay. It contained nothing that has not already been stated in the newspapers, the department having thus far no knowledge as to the cause of the accident.

No Carelessness Suspected.

It is said at the Navy Department that it is extremely improbable that the accident aboard the Georgia resulted from any carelessness or lack of precaution on the part of the personnel of the ship. A short time ago a thorough inspection was made of every detail of the Georgia's ordnance by Commander Schofield, one of the most expert of the ordnance officers of the navy. That inspection included every one of the guns, big and little; the details of the turret mechanism, the workings of the ammunition hoists (which in the case of the superposed turrets of the Georgia are rather more complicated than in the ordinary type), and, finally and most important, the handling of the guns and mechanism and ammunition by the sailors. It was found that the ship's company was very efficient at all points, and it was certain that they were following closely the firing regulations in every essential detail.

In the absence of any other plausible explanation the officials here are disposed to give some consideration to the theory advanced by some of the Georgia's officers when they came ashore at Boston, that the powder charge of the eight-inch gun was fired accidentally by a clot of soot, which came floating down smoldering from the ship's smokepipe, and settled by chance into the open scuttle on top of the turret, alighting directing on the fifty-pound bag of smokeless powder in the arms of the loader at the breech of the gun. It is pointed out that the bag inclosing the powder is made of thin serge stuff, which is rather inflammable. In fact, it is necessary that it should be so in order to be entirely consumed in the bore of the gun after the charge is fired, otherwise bits of burning cloth might accidentally explode the next charge of powder introduced before the breech of the gun could be closed. Such accidents have occurred in the past, so the bags are purposely made thin and inflammable.

In case of ammunition used in battle the bagging is frequently made of silk, with a view to securing still greater strength and perfect combustion of the envelope after a firing. It is proposed to carry this principle still further, and the ordnance bureau is experimenting with a method of impregnating the cloth with collodion to make it at once waterproof and highly inflammable.

Scuttle Must Be Open.

In answer to an inquiry as to whether it is customary to have the scuttle on top of the turret open while target practice is going on, it was said at the department that this is almost a necessity owing to the high temperature in the turret while the guns are rapidly consuming great quantities of smokeless powder with its enormous heat generating power. The opening also affords an easy means of communication for orders. And a further consideration is the beneficial effect upon the nerves of the gunners of the knowledge that an avenue of escape is always open to them in case of an accident in the turret. It is said to be a curious illustration of the irony of fate that the men may have perished in the Georgia's turret through the very means adopted by them to secure their safety.

When asked what additional precaution could be suggested as the result of this last accident, the officials of the department confessed themselves at a loss at present; they stated that there was nothing to do but await the findings of the board which has been convened on board the ship, and with the data then in hand to endeavor to frame some change in methods that will eliminate this latest source of danger.

Admiral Snow's Report.

Rear Admiral Snow, commanding the navy yard at Boston, has sent the following telegram to the Navy Department today:

"Condition of injured, 9 a.m., July 16: Midshipman Cruss, worse; Seaman Walsh, fatal; Ordinary Seaman Meese, worse; Seaman Bush, critical; Seaman Fone, critical, but hopeful; Boatswain's Mate Schlapp, favorable; Chief Yeoman Tagland, critical but hopeful; Seaman Gilbert, critical; Ordinary Seaman James Patrick Thomas, critical; Seaman Rosenberger, fairly good; Ordinary Seaman Eich, favorable; Gunner's Mate (first class) Hansell, favorable; Ordinary Seaman Malek, critical. Georgia returned to target ground by order of Admiral Thomas immediately after transfer of injured. Commanding officer could not explain cause of explosion. Relatives will be kept informed."

Bodies to Be Sent Home.

The bodies of the victims of the accident on the battleship Georgia yesterday will be sent to their homes for burial at government expense, where requested by their relatives or friends. In case the bodies are not claimed they will be interred in the naval cemetery at Boston. Rear Admiral Snow, commanding the Boston navy yard, has sent to the Navy Department a list of the deaths up to this time, totaling eight, as given in the press dispatches.

The navigation bureau has been informed that the board of examination to inquire into the cause of the accident intended to begin its examination at 10 o'clock this morning.

OFFICIAL CASUALTY LIST.

Eight Dead and Thirteen Injured, Record of Explosion.

BOSTON, July 15.—The official list of deaths and injuries resulting from the explosion on the battleship Georgia is as follows:

DEAD.

Lieut. Caspar Goodrich, born in Italy, appointed to Naval Academy from Connecticut, and entered the academy September 7, 1897; father, Rear Admiral Caspar F. Goodrich, New York navy yard. Died at Naval Hospital at 11:45 o'clock. Father and mother at bedside.

Midshipman Faulkner Goldthwaite; home, Hopkinsville, Ky.; next of kin, mother, Mrs. George Goldthwaite.

William J. Burke, seaman; enlisted at Boston; next of kin, Mrs. H. Clare, aunt, 351 Granite street, Quincy, Mass.

William M. Thomas, ordinary seaman; enlisted at Boston; next of kin, Mrs. Eleanor Thomas, mother, 24 Thames street, Newport, R. I.

George Miller, ordinary seaman, enlisted at New York; no kin; home, Memphis, Tenn.

William M. Thatcher, chief turret captain; enlisted at League Island; next of kin, Louisa A. Thatcher, mother, 1108 West 6th street, Wilmington, Del.

George G. Hamilton (unofficial), ordinary seaman; enlisted at Boston; next of kin, George W. Hamilton, father, 31 Wellington avenue, South Framingham, Mass.

William Francis Pair, ordinary seaman, enlisted at New York; next of kin, Mrs. M. McDonald, mother, 1544 Flatbush avenue, Brooklyn, N. Y.; died at hospital at 9:27 p.m.

Injured.

Midshipman John T. Cruse, born in Kentucky, appointed to the Naval Academy from Nebraska, and entered the academy July 24, 1903; assigned to Georgia October 5, 1906; father, Maj. Thomas Cruse, depot quartermaster, Omaha, Neb.

John A. Fone, ordinary seaman, enlisted at Philadelphia; next of kin, John Allen Fone, father, 18 Morgan avenue, Trenton, N. J.

Harold L. Gilbert, seaman, enlisted at Boston, Mass.; next of kin, Elroy Gilbert, father, Southwick, Mass.

Charles Hansell, gunner's mate, first class, enlisted at New York; next of kin, Walter Hansell, brother, 2621 8th avenue, New York.

John Malek, ordinary seaman, enlisted at Cleveland, Ohio; next of kin, Mrs. Mary Malek, mother, 2621 East 25th street, Cleveland.

Louis Meese, ordinary seaman, enlisted at Cincinnati, Ohio; next of kin, William C. Meese, brother, Berea, Ohio, R. F. D. No. 3.

Samuel L. Rosenburger, ordinary seaman, enlisted at Philadelphia; next of kin, Harry B. Rosenburger, father, 5640 Ridge avenue, Philadelphia.

Frank Schlapp, boatswain's mate, second class; enlisted at Boston, Mass.; next of kin, Conrad Schlapp, father, 142 Berry street, North Adams, Mass.

Orly Tagland, chief yeoman, enlisted at Charleston, S. C.; next of kin, O. Tagland, father, Rushford, Minn.

James P. Thomas, ordinary seaman, enlisted at New York; next of kin, Michael Thomas, father, 992 De Graw street, Brooklyn, N. Y.

Edmund J. Walsh, seaman, enlisted at Boston, Mass.; next of kin, M. Walsh, mother, 28 Seymour avenue, Lynn, Mass.

John A. Bush, ordinary seaman, enlisted at New York; friend, Frank Diamond, 1221 East 88th street, New York.

Charles L. Eich, ordinary seaman, enlisted at Indianapolis; next of kin, Mrs. Sadie E. Eich, mother, 457 North Main street, Frankfort, Ind.

STORY OF THE EXPLOSION.

Men Scream in Agony and Beg for Assistance.

BOSTON, July 15.—The men, under command of Lieut. Casper Goodrich, son of Rear Admiral Goodrich, commandant of the New York navy yard, and Midshipmen Faulkner Goldthwaite and John T. Cruse, were operating the eight-inch guns.

The guns in the forward turrets had finished eight rounds of practice and the guns of the after turret had fired one round. Two cases, as the big bags of powder are called, had just been sent up through the ammunition hoist and were in the arms of the loader, whose name was withheld by the ship's officers.

The loader stood at the breech of one of the eight-inch guns, all ready to insert 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 smoldering. The loader discovered the spot at the same instant and threw himself forward on his face, at the same time shouting a warning to his turret mates. The other men who had seen the spot were Eich and Hansell, and they also threw themselves on the floor of the turret.

Before the other men in the turret could understand what caused the leader's cry of warning there was a blinding flash as the burning powder exploded.

Flames, smoke and nauseous gases filled the little superstructure, in which more than a score of men were confined. Inasmuch as the powder was not confined there was no deafening report, nor did the vessel suffer any injury, but every nook and cranny of the turret was filled with flame.

Loader Terribly Burned.

The loader, who was, of course, nearest the powder, was terribly burned, as was every other man in the turret with the exception of Eich and Hansell, who, although scorched, escaped with injuries much less severe than the others.

Blinded by the smoke and flame, choked by the acrid penetrating gaseous fumes and maddened with pain, the men screamed in agony. Some staggered blindly up the ladder to the hatchway in the top of the turret, while others crept along the turret floor, begging piteously for assistance.

Lieut. Goodrich and Seaman Maleck became crazed, staggered up the iron ladder to the top of the turret and then threw themselves headlong into the sea, in a despairing effort to choose a death by drowning in preference to death by slow fire.

The smoke of burning powder having cleared away, the shipmates of the unfortunate men rushed to their assistance and tenderly the suffering sailors were lifted out of the fire-blackened turret and quickly conveyed to the ship's hospital, where their burns were dressed by the surgeons.

Caring for the Victims.

In the meantime Lieut. Goodrich and Seaman Maleck had been rescued.

The surgical staff of the Georgia was soon reinforced by the surgeons of the other vessels in the fleet, who had been informed of the accident and summoned to the scene by the combind use of wireless telegraphy, signal flags and the wig-wag system.

A wireless message telling the brief details of the accident was sent to the government wireless station on the highlands of Cape Cod and thence overland to the Navy Department at Washington. Another message was sent to the Charlestown navy yard telling of the disaster and requesting that twenty stretchers be provided to remove the wounded men to the naval hospital when the Georgia arrived at Boston, whither her prow was then turned.

An examination of the after superimposed 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 investigating board to examine into the causes of the accident. Until this board makes its report the real cause of the explosion will be in doubt, and it is uncertain even that the board will be able to determine definitely what ignited the cases of powder.

Two theories are entertained. One belief is that a spark from the discharge of

STORIES OF SURVIVORS.

Turret of Battleship a Mass of Hissing Flames.

BOSTON, July 16.—Midshipman Lucene Frank Kimball, the only man in the turret to escape serious injury, tells the following story of exactly what happened:

"There were just twenty-one of us in the turret. Lieut. Goodrich was in command of the aft turret and I was ship subordinate in charge of the superposed turret, where the accident happened.

"The projectile had just been rammed into the port eight-inch gun and the charge of powder had come up from the magazine in the carriage. It was contained in two bags, each holding fifty-two pounds. Seaman Thomas had lifted one bag from the carriage and was about to put it under the electric ram to the loader. The other charge lay on the carriage. At that moment I was facing aft close to the wall of the turret. There was a sudden hissing puff and a draught of air against my back. Instinctively I held my breath, ducked and drew my cap over my face.

"Though I suppose it was but a few seconds, it seemed an age that the flames hissed around me, and I felt the heat blistering my body.

"It was awful. I could hear the men screaming and gasping for breath in the suffocating gas released by the burning powder. Then I turned and tried to put out the fire in the clothes of the men piled around in heaps. They lay around, four or five on top of each other. My injuries amount to nothing, just a few burns on my hand.

"Midshipman Goldthwaite stood just aft of the ordnance carriage and that is possibly why he was killed. Midshipman Cruse was by the other gun and escaped with serious burns.

"Gun Pointer Schlapp was on the port side of the port gun. He was able to put his head out of the opening for the sighting telescope and that saved his life. He is pretty badly injured.

"I guess it was sparks from the funnels that came through the opening in the top of the turret that caused the trouble. A spark probably landed on the bag of powder in Thomas' hands."

Capt. McCrea's Story.

Capt. Henry McCrea, his face sad and haggard and his head bared in honor of the six men who met death, related to a reporter a pathetic incident of the accident.

"When the rescuers rushed in and brought out the dying and injured," he said, "I saw one of them painfully and slowly raise himself to his knees as he lay on the top of the turret. He clasped his hands in prayer, and, 'Oh, God! Oh, God!' he moaned and dropped back dead. I can never forget that sight. It all came like a bolt out of the blue sky. We may never know exactly just what occurred. Of course, it is to be carefully investigated.

"We were at target practice and an accident was the last thing any one thought of. Suddenly it came, and for a moment every one was stunned. It was not an explosion. There was just a puff of flame and then the screams and groans of the injured men.

"We steamed for the flagship, on which was Rear Admiral Thomas, and exchanged signals. The hurts of the injured men were carefully attended, but within a short time six of them had passed away. We received orders from the flagship to proceed post haste for Boston and send the living to the hospital.

"The turret is not much injured and scarcely shows any signs of what occurred. Out of the twenty-two men within only one escaped uninjured. He was an officer and saved himself by the presence of mind to hold himself against the rush of air and not to breathe the flames. They were all brave men and died bravely. It is a loss to the Georgia, the navy and a blow that will sadden all on board the rest of their lives."

HAVE COST MANY LIVES.

Fatal Results of Explosion of Gun Charges.

Explosions of gun charges during target practice have cost the navy heavily in lives since target practice was taken up in earnest about five years ago on the principle that rapidity and accuracy of fire are the vital elements in gunnery. The greatest loss of lives has come from the ignition of powder in gun turrets filled with officers and men. These have not been explosions in the strict sense of the word, for smokeless powder when ignited in a loose state burns slowly. The more closely it is confined the more rapidly it burns. Accidents of this character are simply frightful fires. The victims are not blown to pieces, but either burned or suffocated to death.

The powder charges for eight-inch guns weigh 100 pounds and are divided into two sections each. The powder grains are cylindrical in shape, about one inch in diameter and two inches long. The sections are bagged, each containing fifty pounds, and at the base of each bag there is a rim of quick powder which, when ignited by the primer, quickly flashes and ignites the entire charge.

In target practice the crews of eight-inch guns fire them as rapidly as possible for periods varying from two to four minutes. Three shots a minute is a good score, but it is rather doubtful if the Georgia was up to this speed. The rules under which the firing is conducted provide that fresh charges shall not be brought above the shutters which separate the turret from the ammunition hoists until the charge in the gun has been fired and the gun bore cleared of all combustible gases and the breach entirely opened.

Has Safety Appliance.

Every gun on the Georgia is now equipped with a compressed air gas ejector. This consists simply of a piping arrangement, which serves to blow all combustible gases out of the gun as soon as the shot is fired, and there is a further requirement that the fresh charge shall not be lifted into the turret until one of the gun crew has looked through the breech to see if the bore is free of combustible gases and that there is no danger of a "flare back," which will ignite the fresh charge.

The fatal accident on the battleship Missouri three years ago, in which thirty-two officers and men lost their lives, was caused by a "flare back." At that time the ammunition hoists were not separated from the turrets by shutters and fire dropped into the handling rooms adjoining the magazines below. The Missouri accident brought about the equipment of all ships with shutters in the turrets and with gas ejectors on the guns.

The Kearsarge Accident.

The Kearsarge accident, in April, 1906, was caused by a member of the gun crew making an electrical short circuit by bringing a pair of tongs in contact with an exposed fuse box. A piece of molten metal thus produced dropped on the powder charge which was about to be placed in the gun. This accident led to the protection of all fuse boxes in such a manner that repetition of the accident would not be possible from a similar cause.

In view of these material precautions in construction and the strict rules which have been put into effect as a result of the fatalities it is impossible to conjecture the cause of the disaster on the Georgia, unless some defect suddenly developed.

Gunnery officers say they do not believe the rapidity of gun fire due to the competition in target practice can be held responsible for this accident. It is realized generally, however, that in their zeal to make a high score the men of a gun crew frequently will take a great risk if they can gain time. The general attitude of the service is that rapidity of gun fire is as necessary to naval efficiency as the ships themselves, and that it is much better that the guns and gun crews be tested to the limit of their capacity, so that possible defects may be corrected, than that these defects should remain undiscovered and prove far more disastrous in time of battle.

The fatalities attending the development of gunnery will reach with this accident a total much in excess of the known fatalities in any other navy.

The loss of lives on this score during five years has been distinctly greater than that of the larger navy of Great Britain. Other navies do not make public the details of their accidents, so comparisons are not absolute.

It is believed that the accident to the Georgia will not interfere with her dispatch with the Atlantic fleet on its projected cruise to the Pacific.

Explosions On American Warships.

Battleship Kearsarge—West Indian waters, February 3, 1902, bursting of gun; 5 killed.

Submarine boat Fulton—Off Lewes, Del., April 29, 1902, inside shattered by accumulating gas in storage batteries; 12 injured.

United States boat Puritan—In Brooklyn navy yard, July 1, 1897, slight boiler explosion; no casualties.

Battleship Massachusetts—Off Culebra Island, January 10, 1903, gun explosion; 9 killed.

Battleship Missouri—Off Pensacola, April 13, 1904, explosion of powder; 33 killed, 5 hurt.

Battleship Massachusetts—At Philadelphia, December 15, 1904, explosion in fireroom; 3 killed, 4 scalded.

Battleship Iowa—April 9, 1903, explosion of gun; 3 killed, 5 injured.

Cruiser Olympia—Norfolk, Va., September 12, 1903, explosion of barrel of alcohol; 2 killed, several injured.

Battleship Connecticut—September-October, 1904, three mishaps or attempts to wreck; no one hurt.

Gunboat Bennington—San Diego, Cal., July 21, 1905, boiler explosion; 34 killed, 66 injured.

Battleship Kearsarge—In the Caribbean sea, April 13, 1906, powder explosion; 6 killed.

Battleship Georgia—In Massachusetts bay, July 15, 1907, powder explosion; 6 killed, 15 injured.

Total killed, 101.

THE COURT RECORD.

District Supreme Court.

EQUITY COURT NO. 1—Justice Anderson.

Corby agt. Corby; rule to show cause returnable July 19; complainant's solicitors, J. G. Bigelow and G. A. Kuhn; defendant's solicitor, A. B. Webb.

Macfarland et al. agt. Myers; order substituting J. J. Morrow as party complainant; complainant's solicitor, E. H. Thomas.

Springman agt. Schafer; order to substitute trustee; complainant's solicitor, Chas. H. Bauman.

Armistead agt. Armistead; cause ordered reinstated on docket; complainant's solicitor, Fountain Peyton; defendant's solicitor, J. W. Jennings.

Besson agt. Besson; motions for commissions continued; complainant's solicitors, Irving Williamson and Campbell Carrington; defendant's solicitors, J. B. Larner and J. Wilmer Latimer.

Browne agt. Browne; rule to show cause returnable July 26; complainant's solicitors, Hughes & Gray; defendant's solicitor, M. T. Clinkscales.

Coston agt. Coston; decree finally ratifying sale and reference to auditor; complainant's solicitors, Hamilton, Colbert & Hamilton; defendant's solicitors, H. R. Gower and W. A. McKenney.

CIRCUIT COURT NO. 2—Justice Anderson.

Duiany agt. Waggaman; order of publication; plaintiff's attorneys, Maddox & Gatley.

Brown agt. Standard Oil Company; time to file transcript extended to September 20; plaintiff's attorneys, W. G. Gardiner and C. M. Fulton; defendant's attorneys, A. Leftwich Sinclair and John Riddout.

CRIMINAL COURT NO. 1—Justice Anderson.

United States agt. Charles A. Edwards; assault with a dangerous weapon; defendant arraigned; plea, not guilty; recognizance, $2,000, taken with Daniel Lougharan surety; attorney, N. Cruthchfield.

BANKRUPTCY COURT—Justice Anderson.

In re Alfred G. Eldridge; hearing on discharge fixed for July 29.

In re Myron A. Tappan; discharge ordered.

In re Charles T. Coggeshall; discharge ordered.

PROBATE COURT—Justice Anderson.

Estate of Miles Hawkins; rule to show cause; attorney, W. Calvin Chase.

Estate of Mary B. Lowe; will admitted to probate; attorney, Irwin B. Linton.

Estate of George W. Morgan; rule to show cause; attorney, E. L. Gies.

Estate of Owen Donnelly; order to sell stock; attorney, W. C. Balderston.

Estate of Julius Warren; will admitted to probate and letters testamentary granted to Augustus W. Gray; bond, $200; attorneys, Hughes & Gray.

Estate of Louisa Johnson; petition for probate of will filed; attorney, A. E. Shoemaker.

Estate of Elizabeth Keckley; will admitted to probate and letters testamentary granted to Rebecca J. Cole; bond, $900; attorney, Fountain Peyton.

In re Amelia N. Johnson; order authorizing sale; attorneys, Blair & Thom.

Estate of Walter Goodwin; order of sale; attorney, R. S. Hume.

In re George W. Black, jr.; order appointing Hamlin C. Mead guardian; bond, $1,000; attorney, J. F. Bundy.

Estate of Mary V. McConnell; order dismissing caveat.

Estate of Hortense Forbes; testamentary paper dated June 1, 1904, filed.

Estate of Edgar P. Watkins; will dated May 23, 1907, filed, with petition for probate; attorney, D. S. Mackall.

The Evening Star is the official organ of the Supreme Court of the District of Columbia in bankruptcy matters.

WEATHER FORECAST.

Partly Cloudy Tonight and Tomorrow. Light to Fresh Winds.

Forecast till 8 p.m. Wednesday: For the District of Columbia and Maryland, partly cloudy tonight and Wednesday; light to fresh southerly winds.

For Virginia, partly cloudy in northern, local showers in southern portion tonight or Wednesday; light to fresh winds, mostly southerly.

Weather conditions and general forecast: There have been local showers over all districts east of the Rocky mountains, except in New England and the gulf states. West of the mountains the weather was fair, except in Washington. Temperature changes were small.

The weather will be partly cloudy tonight and Wednesday in the east and south, with local showers probable in the south Atlantic states. It will be cooler tonight in the lower lake region.

The winds along the middle Atlantic coast will be light to fresh south to southwest; on the south Atlantic coast light to fresh and mostly southwesterly; on the east gulf coast light to fresh and mostly southerly, and on the lower lakes fresh southwesterly, becoming variable.

Steamers departing today for European ports will have fresh south to southwest winds, partly cloudy weather, possibly showers Wednesday to the Grand Banks.

The following heavy precipitation (in inches