



BRAVE SAILORS BURNED IN TRAP

Terrible Powder Explosion on Georgia.

EIGHT DEAD, OTHERS WILL DIE

Spark Ignites Charge in Battleship Turret.

MEN INSANE WITH AGONY

Two Leap Overboard in Frenzy, but Are Rescued—Son of Admiral Goodrich Among the Dead. Heroism of Survivors.

RECENT NAVAL DISASTERS. Battleship Maine, blown up in Havana harbor, March 15, 1898; 242 killed, 5 injured.

BOSTON, July 14.—With six of her officers and crew dead and 14 others either dying or suffering from terrible burns received in 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 Charleston Navy-yard.

Two of the Injured Died Tonight. With the arrival of the Georgia there became known the details of the most terrible naval disaster that has ever taken place along the coast of New England. The accident occurred shortly before noon today while the Georgia's crew was at 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, was engulfed in fire and received horrible burns, one officer and five men dying before the ship reached port and another before midnight. The victims of the accident are:

- GOODRICH, Lieutenant Casper, Brooklyn; died at 11:45 tonight after being landed.
GOLDTHWAITE, Faulkner, midshipman, Kentucky.
TITCHER, William J., chief turret captain, Wilmington, Del.
BURKE, William Joseph, seaman, Quincy, Mass.
HAMILTON, George G., ordinary seaman, South Framingham, Mass.
MILLER, George B., ordinary seaman, Brooklyn, N. Y.
THOMAS, William M., seaman, Newport, R. I.
FAIR, William, Brooklyn.

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 across Massachusetts Bay Midshipman Goldthwaite succumbed to his tortures, and a little later death ended the sufferings of Turret Captain Thatcher and Seamen Burk, Thomas and Miller. Seaman Hamilton died while the ship was approaching the navy yard pier.

Smoking Powder in His Arms. Two cases, as the big 10-pound bags of powder are called, had just been sent up through the ammunition hoists and were in the hands of the loader, whose name was withheld by the ship's officers. The loader stood at the breech of the 5-inch gun, ready to insert the charges. At this instant the turret was seen to be smoking, and two men who stood near the loader saw a black spot on the bag, indicating that the charge had ignited and was smouldering.

ing. 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 turretmates. 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 loader'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. As the powder was not confined, there was no report, nor did the vessel suffer any injury; but every nook and corner of the turret was filled with flames.

Crazed With Pain, Leap Into Sea. The loader, who was nearest the powder, was terribly burned, as was every other man in the turret with the exception of Eich and Hansell, who, though scorched, escaped with injuries much less severe than the others. Blinded by the smoke and flames cooked by the acid, penetrating gaseous flames and maddened with pain, the men screamed in agony. Some staggered blindly up the ladder to the hatchway in the top of the turret.



Charles Warren Fairbanks, Guest Last Night of the Astoria Commercial Club.

while others crept along the turret floor, begging piteously for assistance. Lieutenant 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.

Investigation Is Ordered. 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.

Immediately upon learning the details of the accident, Captain 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 primary 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 powder.

Two theories are entertained. One belief is that a spark from the discharge of the guns floated back into the turret through a gunport and settled on the powder cases. Another theory is that the spark that caused the trouble came from the smoke-stacks of the ship and floated through the gunports. That a floating spark caused the accident seemed evident to several men, but whether from a gun or a funnel furnished a topic for discussion.

Landing Dead and Injured. 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 across Massachusetts Bay Midshipman Goldthwaite succumbed to his tortures, and a little later death ended the sufferings of Turret Captain Thatcher and Seamen Burk, Thomas and Miller.

Assistant Surgeon Paul T. Dessez, assistant to Surgeon W. H. Bucher, the charge had ignited and was smouldering.

ROUSING WELCOME GIVEN FAIRBANKS

Vice President Spends Day in Astoria.

GUEST AT SEASIDE BANQUET

Eats Breakfast at Goble With Railroad Section Foreman.

DISPELS "ICEBERG" STORY

Distinguished Guest Sprinkles His Address With Appropriate Witticisms—Whole City Turns Out to Greet Him.

FAIRBANKS' DAY IN OREGON. Morning—Eats breakfast with railroad section foreman at Goble. Noon—Received at Astoria with salute by Goble's restaurant and the cheers of citizens, guest of Senator Fulton; makes speech at 4 o'clock. Night—Goes to Seaside and is guest of honor at a banquet.

ASTORIA, Or., July 15.—(Special.)—Nineteen times the boom of the guns of the cruiser Charleston broke the stillness of the air at noon announcing the arrival of the train bearing Vice-President Charles W. Fairbanks, who has been Astoria's honored guest today.

The first to greet him as he stepped upon the platform was Admiral Swinburne, but others crowded forward and shook his hand as he passed along the line to Senator Fulton's automobile. The procession then passed through the principal streets of the city, the Vice-President waving his grateful acknowledgments of the ovation given him by the thousands of people who lined the sidewalks. Later he was escorted to the home of Senator Fulton for luncheon and during the early hours of the afternoon the Vice-President and party were taken on a trip through the city, about the harbor and paid a visit to the cruiser Charleston.

Members Reception Committee. Those who accompanied Mr. Fairbanks to Astoria were Governor Chamberlain, Congressman Ellis, ex-Senator Mulkey, Judge George H. Williams, S. G. Reed, District Attorney Manning, Food Commissioner Bailey, J. W. Minto, Walter C. Smith, H. M. Cake, C. A. Selhred, Louis Krause, C. F. Swiger, Max Cohn and Russell King, the Vice-President's private secretary.

Introduced by Fulton. Mayor Wise welcomed the distinguished visitor in a few well-chosen words and

then Senator Fulton in his usual happy manner introduced the guest of the day. Mr. Fairbanks' speech was purely of an impromptu nature, but he is a pleasing talker and his numerous witticisms and local hits soon aroused the enthusiasm of the audience and dispelled the idea that he is an "iceberg," as so often depicted. He spoke of the great and unequalled prosperity of the country, of the wonderful opportunities to be found in the West, and prophesied that the prosperity of America as a Nation was but just beginning.

He said in part: "Your Mayor says Astoria is located on the Fairbanks (of the Columbia). I feel this afternoon as though something was on me. But it is not a city, it is not even a hamlet. It is a deep appreciation of the cordial welcome, generous courtesy and unstinted hospitality that has been shown me by the people of Oregon and of the City of Astoria.

"Long after I have left this grand state and your beautiful city and have returned to my home in the East, I shall carry with me a due sense of obligation for your wholesome hospitality."

Sees Great Future for Oregon. Speaking of the conditions throughout the country, he said: "This country has made such rapid advances that it has



Their Favorite Beverage.

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MORE WITNESSES IN LAW'S CLUTCH

Charges of Perjury in Haywood Case.

ALLER AND DAVIS THE FIRST

Several Coeur d'Alene and Cripple Creek Men.

ORCHARD AGAIN TESTIFIES

Many Witnesses Demolish Story of Train-Wrecking Plot—Sensations Promised in Today's Evidence. Sterling to Come Forward.

BOISE, Idaho, July 15.—(Special.)—The sensations promised by the state on rebuttal have at last begun to arrive. Dr. McGee, who was arrested last night in Spokane, was the first. C. W. Aller and W. F. Davis have followed in quick succession. The arrest of Davis had to be deferred for a while this evening to allow Justice of the Peace Savidge to finish seeing the championship ball game between Weiser and Mountain Home.

Aller was placed in jail early in the evening. The case against him appears to be absolute. He swore positively that he saw Orchard and Detectives Sterling and Scott together in a certain room. The state now shows that the trainmaster of the Florence & Cripple Creek road was occupying that room; that Mr. Scott was not in the employ of the company at that time, and that Mr. Scott, between April 25 and June 12, 1904, lived in Denver.

More Arrests to Follow. Other arrests to follow these three are Dominick Flynn, of Mullain; William McHale, of the same place; Patrick Moran, the Cheyenne saloonkeeper; Mrs. King and daughter, of the Cripple Creek lodging-house; Captain Wallace, the Cripple Creek lawyer who commanded a militia company during the strike and Riley, who lived across the street from Bradley's in San Francisco.

Sensations Promised Today. The developments tomorrow promise to be even more sensational than today. Three important witnesses who will be on the stand are R. C. Sterling, Charles Neville and Thomas M. Stewart. Mr. Stewart is the man who was beaten September 1, 1904, at the time when all the defense witnesses swear that everything was peace and quietude in the

FACE DEATH IN TILLAMOOK TRAP

Six Soldiers Undergo Night of Terror.

HELD BY TIDE ON ROCKS

Water Rushes Upon Them, Cutting Off All Escape.

HANG NINE HOURS ON CLIFF

Drenching Rain Beats Upon Them and Heavy Wind Blows In From Sea—Men Reach Camp Sunday Badly Exhausted.

SEASIDE, Or., July 15.—(Staff Correspondent.)—Six riflemen of the Third Oregon Infantry regiment, in camp at Seaside, reached their quarters at 10 o'clock this forenoon badly exhausted after being caught by the tide on a perilous point of rocks under a cliff known as the trap Tillamook Head. Their escape from death was nothing short of miraculous and they got away only after a fearful experience. They were compelled to cling to projecting rocks on the perpendicular cliff for a period of nine hours until the tide receded.

All this time a drenching rain was falling and a heavy wind was blowing in from the sea. Drenched and nearly frozen, the six infantrymen hung on through the night, calling and shouting to one another to keep awake. Miraculously enough, none of the boulders to which they clung became loosened and all were able to bear up under the strain until the tide receded at daybreak.

Hang All Night to Cliffs. Few people have ever been caught in the trap and lived to tell of it. That the Guardsmen escaped a terrible death was due only to the fact that they were able to climb 75 feet up the cliff and hang there. The detail was in command of Captain Denny, of the 10th Infantry regiment, and First-Lieutenant Diach, of Company H. The enlisted men were Sergeant-Major Howard of the non-commissioned staff and First-Sergeant Geer, Sergeant Oesch and Corporal Dickel, all of Company H.

The squad left Camp Everett at Seaside late Saturday afternoon, intending to search out a favorable point for rifle practice along the coast. A route was pointed out to them and they set out at 6 P. M. Passing around Tillamook head, three miles below Seaside, they came to the dangerous rocks known as the trap. Unaware that it was time for the tide to come in, Captain Denny and his men marched under a tall cliff that seemed to set well back from the ocean. Passing among the rocks, they were well along toward the other side when a swirling line of breakers bore down upon them, cutting off retreat from both sides.

Tide Overwhelms Them. They had not an instant's warning, for it appears that the tide floods the trap from both flanks before appearing in front. The name "Trap" is well applied to the spot, the guardsmen say. Up to their waists in the water, the six men tried to wade back when they had come, but the tide dashed in stronger and stronger and beat them against the cliff. Had the men lost their heads, there would have been no hope for them. Finding they could not get back or forward, they splashed through the boiling breakers to the cliff, fortunately clinging on a shelf where they were safe for a time. The tide, however, soon drove them from this shelter and then they were compelled to climb for it. It was dangerous work trusting their weight to the boulders and crevices of the cliff. By careful climbing the six entrapped men got out of reach of the ocean.

Not until 8 o'clock yesterday morning did the tide recede so that they could climb down from the point of rocks. All their equipment was found at the base of the cliff, where it had been hurriedly left. The rifles had spent the night in the water, and had the ammunition, and equipment. Hurrying on through the trap, they camped on the beach, built a fire with some matches from a waterproof match-case and proceeded to dry out their clothing and blankets and ate their water-soaked provisions. Remaining over the rest of the day, they camped on the beach again last night and walked back to camp this forenoon, arriving at 10 o'clock.

STATE GUARDS STRIKE CAMP Militia Boys Preparing to Go Home After Strenuous Campaign. FORT STEVENS, Or., July 15.—(Special.)—The National Guard troops which have been participating in the Coast defense maneuvers at the mouth of the Columbia River struck camp today and the various companies are returning to their home stations. No drills or ma-

MARS—"HEY! THERE, CAN'T YOU LET A CHAP ALONE THIS WARM WEATHER"



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