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ANOTHER "GEORGIA" CASE.
Premature Explosion of Powder Charge Kills One Man, Injures Four.

FORT PLUM, Mare Island, July 23.—By the premature explosion of a blank charge of one of the six-inch guns at battery Bradford today, Private George Hammon of 100th Co., Coast Artillery, was killed and four others were injured one seriously.

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SOUVENIRS

FRANK J. DONNERBERG
 THE RELIABLE JEWELER
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WRECK OF COLUMBIA
 (Continued from Page 1)

time of the accident and was aroused by the shock and he hurried to the engine room to learn the conditions. He says that up to the time the San Pedro was sighted the Columbia was going full speed, but the order was promptly given "full speed astern." Jackson says the boilers did not explode as the whistle was blowing when the Columbia went down and the electric lights were burning until the vessel passed out of sight. **Statement of First Officer of San Pedro.** EUREKA, July 23.—First Officer Hendrickson of the steamer San Pedro in his version of the accident says that he heard the Columbia's whistle off his port bow. He ported the helm a couple of points and as the sound came nearer he ported the helm again, all the time sounding the fog signal. Then the Columbia's two blasts were heard. When he saw the Columbia's lights he gave four blasts, the danger signal, and stopped the engine. The Columbia was then crossing his port bow. The San Pedro struck the Columbia's starboard side about 20 feet from the bow.

Eulogy by Harriman.
 NEW YORK, July 23.—Edward H. Harriman, president of the Union and Southern Pacific Railroads, in speaking of Captain P. A. Doran, the commander of the steamer Columbia which went down off the Pacific Coast with nearly three score of lives, said that the death of Captain Doran was a personal bereavement to him and his family. Captain Doran, he said, was a brave man and an able commander. Captain Doran was in command of the steamer Geo. W. Elder, which carried Mr. Harriman, his family, and a party of nearly 40 scientists, artists, and expert explorers on a tour of Alaskan waters in 1899. He handled the Elder through the treacherous Alaskan channels with such skill as to win the unqualified admira-

OUR TWAIN RETURNS

Devoted Slave of a Little American Girl.

WAS INSEPERABLE SHIPMATE

After Being Feted By Notabilities And Made Recipient Of A Degree At Oxford The Great American Humorist Falls Victim To American Tot.

NEW YORK, July 23.—After hobnobbing with King Edward, made the recipient of a degree by Oxford University, and having been dined and otherwise petted by notabilities of all sorts on John Bull's island, Mark Twain came back the happy and devoted slave of a little American girl. The small maiden is Dorothy Quick, daughter of Mrs. E. G. Quick of Brooklyn. She and the shaggy haired humorist and philosopher had never met before the latter boarded the liner Minnetonka, at Milbury docks, London, but once they did meet they became inseparable shipmates.

Miss Quick has hazel hair, blue eyes, a peaches and cream complexion and a merry laugh and these proved irresistible to Mark Twain for nine days, which was the time the voyage lasted.

"How old are you Mark?" she asked him one night as they stood arm in arm, looking at the moonlit ocean.

"Well," drawled the humorist, "the last time I was weighed I was seventy four. How old are you?"

"I'm eleven, goin' on twelve," she answered proudly, "and I'm in the fourth reader."

"My goodness," replied her friend, "but you are a big wise girl."

The two were photographed several times on deck, in each other's embrace, and the humorist wore his white suit in honor of these occasions.

tion of Mr. Harriman. The two men became warm friends on the trip and Mr. Harriman had Captain Doran come to New York for a visit. He entertained him in various ways.

SAN FRANCISCO, July 23.—Thirty-one survivors of the disaster reached this city at 10:30 this morning on the Pomona. They left Eureka at 1 o'clock yesterday afternoon. Thirty of the numbers were members of the crew and one passenger, Mrs. Ottilia Liedelt.

"All Hands On Deck."

Leo Crowley, third pantryman on the Columbia, who arrived from Eureka this morning on the Pomona, made the following statement:

"I was asleep in my quarters in the 'glory hole' when the shock came. All the employes in the steward's department woke up at this time and we came to the conclusion that the ship had grounded on a rock. As it was not thought that there would be any immediate danger, we decided that we would not dress and go on deck. Some of the waiters turned over and were preparing to go to sleep again when we heard the captain's voice shouting on deck, and later, at the head of our quarters.

"All hands on deck and cut away the boats!"

Then we realized that the ship was in danger, and got into what clothes we could and scrambled on deck. On the way up I came upon a little boy about 4 years old trying to climb the cabin stairs and picked him up, carrying him up on deck with me. As soon as I got there a man rushed up to me, grabbed the child out of my arms and shouted excitedly:

"What are you doing with my child? I never saw the man nor the child after, and I think they were both lost."

"The captain was by this time on the bridge and giving orders to the crew. I had got to the port side and was standing about amidships preparing to take a hand in the lowering of the boats when the ship lurched violently, listing to starboard and taking me off my feet. I was getting up again when the bow suddenly dipped with a rolling motion, the stern going 30 or 40 feet into the air. Then she plunged straight down, making straight for the bottom in an almost perpendicular position."

A Hero.

The particular hero of the steward's mess is C. Murphy, who strapped eight women into life preservers and afterward jumped into the water with three women and a child clinging to him. He saved all of them. This child was 13 years old and was the only little one saved from drowning.

The crew have many stories to tell, but always they return to the heroism of their captain. They say that he did not try to leave the doomed vessel, and that as he sent the passengers and crew away in the boats and rafts, his last words were:

"Well, boys, I did all I could for you and I can do no more. She's a goner. Good bye."

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