

# DEFECTIVE BOILERS HAD BEEN TALK OF THE SHIP

### Crew of Bennington Say That Accident Was Feared for Months

### MAINE SURVIVOR WAS MEMBER OF THE CREW Man Was Unhurt in Former Explosion Escapes In-Jury Again

San Diego, Cal., July 22.—Tonight's summary of casualties due to a boiler explosion aboard the gunboat Bennington in San Diego Bay give a total of 54 dead and 54 serious injured. A number of men are still missing; some of these may be dead, and probably a dozen of the injured will die of their wounds.

The water in the Bennington today had risen still higher in the hold and it was impossible to reach the boilers known to be hidden beneath the decks. It is known that at least fifteen boilers will be found in the vessel. A fire tug with a powerful pump will be used to empty the hold of water and give workers an opportunity to reach the dead.

Commander Young today requested Chief of Police Thomas to arrest all members of the Bennington's crew who may be ashore without a pass. In this way Commander Young hopes to arrive at a correct estimate of the missing, as well as to prevent desertions.

Commander Young expressed the opinion that there was a weak place in one of the boilers, but said there had been no visible defects so far as he knew.

# OPERATIONS WILL SOON COMMENCE

### Opoosing Armies Can Take the Field in Manchuria Earlier Than Was Expected

Uriblappala, Manchuria, July 22.—The Japanese armies at present occupy the position of an immense sickle, with the handle reaching from a few miles south of Liao Yang and passing through Chintafu, the blade circling northward toward Kirin, with the tip on the Kora in coast south of Posselt Bay. It is estimated that Gen. Nogi has 80 formations, Gen. Oku 60, Gen. Nohara 50, Gen. Kuroki 160; Gen. Kawamura 90 and Gen. Hasegawa 120, the battalions averaging a thousand men, which makes the numerical strength of the Japanese 520,000 bayonets, with 2,000 field pieces and mountain guns and about 100 siege guns.

The Japanese army is divided into two main groups. The Chinese in the Japanese service are in the center, screened by cavalry under command of Gen. Okhara.

The rains this year have been heavy and unusual, and it will be possible to begin operations sooner than expected.

Japanese cruisers are making demonstrations along the coast in the rear of the Russian forces in Korea, evidently intent on facilitating the advance of Gen. Hasegawa's force by menacing the Russian line of communication.

# MAKE A BREAK FOR LIBERTY

### Nineteen Government Prisoners Attack Guards While at Work

### LUCKY AMBUSH ENDS IN FAILURE OF PLOT

### Two Passing Soldiers Appear While the Fight is in Progress

New York, July 22.—A plot of nineteen military prisoners who attempted to overpower the lone soldier guarding them on Governor's Island and to escape, failed by reason of a lucky ambush of two armed soldiers who happened to be passing.

Three hundred prisoners, under convoy of twenty-five guards with unloaded rifles, were working in small detachments about Governor's Island at the time. The nineteen men under guard of Priv. to Lyon, Company E, Eighth Infantry, were working near the shore, where they looked across the narrow street to Brooklyn, made a preconcerted break for liberty. Four of them, led by Fred R. Snyder, attempted to disarm the guard, while the others scatted, running in every direction. Private Lyon loaded his piece and pulled the trigger just in time to pierce the hand of Snyder, reaching forth to grab the rifle. The guard was then at the mercy of the other three leaders.

Unknown to the plotters, a corporal and a private, passing by chance, were behind the trees a few feet from the advance with leveled rifles. The attackers surrendered, even before securing Lyon's weapon.

# SULTAN HAS A CLOSE CALL

### Bomb, Thrown by Unknown Man, Explodes but a Few Yards Distant

### ABDUL-HAMID SHOWS A WONDERFUL NERVE

### Drives His Own Carriage Through the Streets to the Palace

Constantinople, Turkey, July 22.—Via Sofia, Bulgaria, July 22.—The bomb which was intended to blow up the sultan fell short and exploded about 30 yards distant from his majesty. The latter was on his way to the step of the flight landing from the mosque. A bomb immediately seized the sultan's carriage, and the sultan Abdul-Hamid remained in the mosque. The sultan, however, insisted on proceeding and entered the carriage with a calmness not usually attributed to him, and picking up the reins drove himself to the Yildiz palace and the choice of the admiring officials.

The explosion was heard as far as the Pera quarter. Several houses were killed, carriages were smashed into smithereens and the windows of the pavilion reserved for the diplomatic corps were broken. The pavilion contained, among others, C. S. Grand Smith, second secretary of the American legation here, who was accompanied by Capt. Smith of the United States army. No one was hurt in the pavilion, with the exception of a few bystanders who received scratches from flying glass.

Immediately after the sultan had departed a detachment of cavalry charged down the street parallel with the mosque and from which the bomb was thrown in hopes of finding the author of the attempt, who, however, has not yet been discovered.

# THREE ACRES BLOWN IN AIR

### Immense Ledge Overhanging Piscataqua River Removed in Second

### THREE YEARS SPENT MAKING PREPARATIONS

### Amount of Explosive Said to be Largest Ever Set Off at One Time

Portsmouth, N. H., July 22.—An electric spark today discharged for a series of dynamite and a three-acre ledge that had menaced navigation in the Piscataqua river was destroyed.

The setting off of his enormous amount of explosive, said to have been the greatest ever handled at one time in this country, if not in the world, was attended by little danger and by no accident. It was declared a "complete success" both by the contractors who had carried out the undertaking and by United States government officials who had supervised the work.

The switch by which the immense blast was discharged was operated by Miss R. H. Foster, the young daughter of the superintendent of the contracting firm at a signal given by Rear Admiral Meade, commandant of the Portsmouth navy yard.

The event was the climax of three years' work which involved the expenditure of nearly three-quarters of a million dollars, and as a result of it the navy yard here is given an approach of sufficient width and depth to permit the safe passage of the largest vessel afloat.

At 4:10 o'clock Rear Admiral Meade gave the signal for which Miss Foster was waiting. Her hand moved the switch, there was a fraction of a second interval, then came a tremendous upheaval of water, rocks, clay and lumber, accompanied by a sound like the boom of a distant cannon. From the center of the commotion a great mass of water was thrown up to a great height and a huge wave rolled over board the Newcastle shore. The only element of danger was the great rush of water toward the Newcastle wharf which was some 1,500 or 2,000 feet away. On great wave sweep across with tremendous force and others, resembling the surf in a storm followed.

# BODY OF AMERICAN HERO IS RECEIVED WITH HONOR

### YELLOW JACK IS AMONG ITALIANS

### New Orleans Fruit Handlers' District Center of Terrible Disease—One Death

New Orleans, La., July 22.—The official autopsy on a patient, an Italian, who died today of what has been called yellow fever, disclosed that the disease was yellow fever. President Southerland of the state board of health has notified Governor Blanchard and the health officers of Mississippi, Texas and Alabama. Arrangements have been made for a detention hospital to treat the remaining cases. Application of the same methods which were pursued at Havana is to be made, and the authorities are hopeful that the disease can be stamped out.

President Southerland said: "It is the belief of the Louisiana state board of health that the yellow fever existed in Belize and Puerto Cortez for several weeks before it was reported to us on May 24, and that a case from Belize or Puerto Cortez in the period of incubation was introduced here before the United States marine hospital authorities advised us on May 24 that yellow fever existed at Belize and Cortez; that is, before we had the quarantine on."

During the quarantine season of 1905 and 1906 there was no report of any suspicious case from Belize. As soon as the existence of the fever was announced on May 24 no passengers were taken by the fruit ships. Medical inspectors were placed on board of the vessels and all other quarantine restrictions were stringently applied, but a case in the period of incubation may have already passed some time during the time the yellow fever was unreported.

The center of infection is on Decatur street, in the vicinity of St. Phillip, among a number of Italians, who have been working on the fruit ships.

### Remains of John Paul Jones Enters American Waters In State

### VIRGINIA CAPES WERE PASSED AT DAYBREAK

### Long Line of Battleships do Honor to First American Admiral

No folk Va., July 22.—In the early light of a mid-summer morning the body of John Paul Jones was brought back today through the Virginia capes to the land of his adoption. Cottagers at Cape Henry, Ocean View and Wiltoughby Spit lined the shores of welcome home the body of the American admiral. The sight as the ships passed in line was one of stately grandeur and beauty. Across the bow of the great cruiser Brooklyn as she passed Ocean View sailed a little schooner. The two who looked this ship appeared small and puny in contrast to the magnificent flagship, and yet this straggler was almost as large as the Bon Homme Richard, aboard which John Paul Jones stood as she sunk with the broadsides of the Seraphis pouring in upon her, many of his men wounded and dying, until the captain of the Seraphis stopped the fighting for a moment to ask him if he was ready to surrender. "We have not begun to fight yet," was the famous answer.

Under a threatening sky the three divisions of the North Atlantic fleet, headed by the big battleship Maine, flagship of the commander-in-chief, Rear Admiral Evans, bore majestically down the capes, and at 7:30 the long line of battleships forming the escort of the body of John Paul Jones, aboard the cruiser Brooklyn, passed the capes.

When the flagship Brooklyn came off the capes orders from the navy department instructing the commanding officer, Capt. John M. Hawley, not to try to enter the Severn river were transmitted to the ship by wireless telegraph.

The Brooklyn will, accordingly, not venture closer to Annapolis than the mouth of the Severn. The orders were issued as a precautionary measure to prevent the grounding of the cruiser. In accordance with these orders, the body of the American hero, now nearing its last resting place in the soil of his nativity, will have to be transported to Annapolis from the Brooklyn, which will anchor about two miles from the naval academy. The battleship accompanying the funeral cruiser also remains below with the Brooklyn.

The two fleets met yesterday morning at 9 o'clock 250 miles from the capes. During the journey down the coast Admiral Sigsbee and Admiral Evans held constant conversation by wireless telegraph. When Admiral Evans' battleship left Admiral Sigsbee's fleet today the Kearsarge, Maine, Kentucky and Missouri each fired a salute of 15 guns. The Brooklyn responded. Admiral Davis, in charge of the cruiser division, will accompany Admiral Sigsbee to Annapolis. Admiral Evans will remain with his fleet in Hampton Roads all Tuesday, when the ships will go to New York.

# LIGHTNING KILLS MINING ENGINEER

(Special to The Citizen.)  
Salsbury, N. C., July 22.—W. J. Parker, a mining engineer of Cleveland, Ohio, was instantly killed by a stroke of lightning at Whitney, 12 miles south of Salsbury, late yesterday afternoon. Mr. Parker was also an electrician, had just completed an electrical plant for the Whitney Reduction company at the Narrows on the Yadkin river. At the time of the unfortunate occurrence he was mounting a horse, which was instantly killed. The body has been shipped to Cleveland.

# POLICEMEN REMAIN OUTSIDE THE GATES

St. Louis, Mo., July 22.—Under order of Governor Joseph W. Folk, seventy-five policemen under command of Chief K. J. of St. Louis, went to the Delmar race track, just outside the city limits, to stop gambling on the races. The policemen were not admitted by the track owners, so they camped outside the fence. The chief of police, police commissioner and chief of Detectives Desmond bought tickets and watched the races. After the last race the officers joined the men on the track and returned to St. Louis. No arrests were made. The police officers and the track managers held a private meeting at the track.

# FARMER KILLED BY EXCURSION TRAIN

(Special to The Citizen.)  
Marion, N. C., July 22.—Charles A. Bird, a prominent farmer of McDowell county, was instantly killed this afternoon near Elberham station by an excursion train from Asheville, as he was walking on the Southern track. His deafness and the unusual hour for the train combined in causing the accident. Mr. Bird was a brother of J. L. C. Bird, a well known lawyer of Marion. He was about 40 years old, and leaves a wife and children.

# GOING TO PHILIPPINES

Washington, July 22.—Orders have been issued at the navy department to prepare the torpedo boat Riddle, Barnet, Hagley, Shmielek, Thornton and Tingle for service in the Philippines. The boats are now in the reserve force at the Norfolk Va., navy yard, and to reach their destination it will be necessary for them to travel half way around the world.

# FLORIDA QUARANTINES

Pensacola, Fla., July 22.—The state and city boards of health today ordered a quarantine against New Orleans. Freight will be permitted to pass after fumigation, but inspectors are stationed at Lomington with instructions to allow no persons from New Orleans to pass.

# FIFTEEN HURT IN A COLLISION

Portsmouth, N. H., July 22.—Fifteen persons were injured, eleven of them seriously, and three of them probably fatally, in a collision between two electric cars on the line of the Portsmouth electric railway near this city early this evening. The cars crashed together on a steep grade and while rounding a curve, neither motorman seeing the other car in time to prevent a collision. One of the cars was well filled, carrying about 40 passengers, while the other was crowded with passengers, most of them residents of Haverhill, who had journeyed to this city to witness the destruction by dynamite of Henderson's Point.

# BOILERS DEFECTIVE

The men who were injured tell a different story. They said it had been the talk of the ship for at least six months that the boilers were defective; many of them had feared for a long time that just such an accident would happen. One of the men said that a year ago last February, while the ship was Magdalena Bay, the engineer of the cruiser New York was sent for to inspect the boilers, and he reported that they were in good condition. While the vessel was in San Francisco last year the talk of defective boilers again arose, but no steps were taken to remedy them.

The upper deck amidship presents a mass of wreckage. The smoke stacks have been blown out of place and the superstructure is bent and twisted in all sorts of shapes. The plates on the side are bulging out and leaks in a number of places are letting in the water.

# WAS ON MAINE

John Turpin, a colored man of the crew, who was on board the Maine when she was blown up in Havana, was on board the Bennington and again escaped injury. He rendered valuable aid in rescuing the dead and wounded.

Out of the confusion that followed the disaster and the work of rescue come thrilling stories of heroism and self-sacrifice. The bravery of the crew was commented on by all who had opportunities to witness the scenes. Men who were badly injured and could not work to rescue those who were worse off than themselves, and all the special instances of heroism of the disaster probably will never be fully written.

The self-sacrificing efforts on the part of the physicians and scores of nurses were also commented on with praise for all. Every one who could be made useful at the hospital was put to work, and those who could not were asked to return and relieve those who were accepted.

# DERAILED TRAIN DELAYS TRAFFIC

### HELPER ENGINE JUMPS THE TRACK NEAR WILLITS.

### New Trucks Placed Under Tender. Trains Delayed Several Hours.

Train No. 20 on the Murphy branch was delayed ten hours yesterday on account of a derailment in front. The engine which assists the trains up Balsam Mountain was returning from the mountain top when it left the track, carrying the tender with it. The engine was placed on the track in about an hour and a half, but it was found that the trucks under the tender were damaged to such an extent that they could not be used.

The wrecking crew at Asheville was sent for to bring out new trucks and the damage was repaired about half past six.

# SPENCER MAN DIES OF HEART FAILURE

(Special to The Citizen.)  
Spencer, N. C., July 22.—Chas. C. Burton, a prominent young man of this place, died suddenly here last night of heart trouble. Mr. Burton retired in ordinary health at his usual hour, but was found in a dying condition an hour later. All efforts to revive him were futile.

# Stopped in Second

Shreveport, La., July 22.—Shreveport-Montgomery game stopped during second inning by rain, with score 3 to 0 in favor of Montgomery.

# GRANDSON OF JUDGE PARKER NARROWLY ESCAPES DROWNING WHILE SWIMMING

Poughkeepsie, N. Y., July 22.—Alton Parker, grandson of Judge Alton B. Parker, had a narrow escape from drowning while swimming in the Hudson river with his grandfather at Esopus today. He was rescued by Edward Fritz of Poughkeepsie. Judge Parker was swimming with the little fellow on his back, when the boy became frightened and suddenly began choking his grandfather. By the time that his grandson released his hold



The Get-Rich-Quick Man—The Lambs are either all broke or got wise.

# Two Crowded Street Cars Rush Together in a Curve Three Victims Will Die

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# MINER SHOTS A SUPERINTENDENT

Bristol, Va., July 22.—A special from Big Stone Gap, Va., says: This afternoon at Irondale, about five miles east of this place, Jasper Ashbro shot and fatally wounded A. M. Hall, superintendent of Kelly and Irvine's mines. Mr. Hall is still living, but the physician says he can live but a short while. Ashbro was drunk and rough and was asked to leave, but refused and a man led him to the commissary door and let him go, when he shot superintendent Hall three times in the breast with a 45-caliber revolver. Ashbro made his escape, but is being hotly pursued by an armed posse.

# FREIGHT TRAINS CRASH TOGETHER

Nashville, Tenn., July 22.—One man was killed and three others fatally injured as a result of a head-on collision of freight trains on the Louisville & Nashville road this evening at Hopkins Crossing, near Pulaski, Tenn., eight miles south of here. A. L. Porter, fireman, of Pulaski, was scaled to death. The injured: Charles Weldenbaker, engineer, Nashville; thigh and leg broken; will die. Joe Zanona, engineer, Nashville, hurt about head. Kramer, brakeman, Nashville, back badly wrenched.

Failure to obey orders is said to have been the cause of the wreck.

# NEW RANGE

The Swannanoa hotel is having installed an up-to-date kitchen range, which includes ovens, dish warmers and all of the modern kitchen necessities.

# TWO MEN HELD FOR OFFERING BRIBES TO JURORS EXAMINING BRIBERY CASES

Little Rock, Ark., July 22.—Final adjournment of the Pulaski county grand jury, which has been investigating legislative bribery charges, was followed this evening by two arrests. S. M. D. L. Cook was taken into custody on a charge of bribery in paying to John A. Ellis, who was until Monday a member of the grand jury, \$100 to induce him to vote against indicting Cook. Cook was also accused of perjury in his testimony before the grand jury on the bribery charge against Senator A. Cov-