

SOME ENCOURAGING NEWS FROM THE COLIMA

YESTERDAY was a second day of suspense for those who had friends or kinsfolk on the steamer Colima that is now lying off Manzanillo, Mexico, under 130 fathoms of water. In the morning a dispatch from Arno, Vogel & Co., agents of the Pacific Mail Steamship Company at Manzanillo, was received here by the company, as follows:

MANZANILLO, May 29.
Colima foundered at sea fifty miles from Manzanillo, May 27, at 11 A. M. Have sent vessel to her assistance. Will send full particulars as soon as received.

Shortly afterward a telegram came to L. R. Brewer, whose wife and children sailed on the lost steamer. It rapidly spread about town, to the Merchants' Exchange and even into the steamship office, where, in the absence of official advices, it was displayed to the anxious eyes of weary watchers who kept coming and going all day long.

A gleam of hope was given by this dispatch. To the stricken people there was some consolation in the news, for they read between the lines and found good reason to think that the later dispatches would be good news. The dispatch read:

Your wife and children have not appeared. But they are still finding and picking up shipwrecked people on rafts and boats.

For hours the steamship office at Market and First streets and the Merchants' Exchange were besieged by friends of the passengers and crew, but not a word came to the company. The suspense grew almost unbearable as time passed in the afternoon. But in reply to all inquiries the steamship people could only point to a copy of Brewer's private dispatch and shake their heads.

"We have heard nothing from Manzanillo," they would say, "but it appears that our agents are waiting for full particulars before sending us further news."

So the day passed until R. P. Schwerin, general manager of the Pacific Mail Company, arrived at his office. He was utterly ignorant of what had been done to save the shipwrecked passengers beyond what has been already told in reply to his instructions to send all available assistance. Presently, however, the click of a telegraph instrument could be heard in his office, and about an hour later the following rather depressing dispatches were given out with a bulletin from the company:

MAY 30, 1895.

Colima sunk 130 fathoms. The steamer was sent last night found nobody alive. Three cabin passengers and two sailors got ashore at Coahuayata alive. Until now twenty-six persons saved.

ARNO, VOGEL & CO.

The Pacific Mail Steamship Company has wired to ascertain if possible the names of the three cabin and two sailors noted above, as well as names of the three steerage passengers mentioned in previous telegram. Passenger waybill of ship shows that in all probability name of Soliz should be Saliz and the name of Morrill should be Merel. Carpenter Richardson should be Storekeeper Richardson.

LATER.

MAY 30, 1895.

Colima foundered, going down astern, sinking entirely in ten minutes. No strong wind; only heavy swell. Same swell caught Mexican schooners Josephina, Albina, and American schooner Hayes. Captains report heavy swell, only entering here for safety.

Cabin passengers saved:

- ALBANO.
- THORNTON.
- SWITZERLAND.
- SCHEINER.
- RUIZ.
- GUTIERREZ.
- SEABREE passengers saved.
- BOYD.
- LANSOPE.
- ORIEL.
- ROSS.
- RAMON.
- SOLIZ.
- HOLAN.
- And three more.

Crew saved:

- THIRD OFFICER HANSEN.
- CARPENTER.
- RICHARDSON.
- ELMERSON.
- MORILL.

Sent steamer to look for shipwrecked persons.

ARNO, VOGEL & CO.

Then came another protracted spell of waiting for tidings of the unfortunate people who sailed away from here on the ill-starred steamer. The office closed at 5 P. M. and was opened again in the evening, when still another crowd was there anxiously looking for a dispatch.

Those who had friends on board the wrecked Colima have more reason for hope than at any time since her loss was reported. Word has been received that her missing boats reached land near Point San Telmo, sixty miles south of Manzanillo, and a steamer has been dispatched to the relief of their occupants. It is definitely stated that eight more souls of the steamer's human freight are safe in Manzanillo, but their names have not yet been learned.

THE COLIMA'S MOVEMENTS

Passenger Agent Avery Talks of Them—Mexico's Wretched Telegraph Service.

"The last definite information we received regarding the movements of the Colima," said General Passenger Agent Avery yesterday afternoon, "was from our agents in Mazatlan. The steamer left that port at 6 o'clock in the afternoon of Friday, the 24th inst. That being the case she was due at San Blas about 7 o'clock the next morning. We are trying now to get information from our agency there regarding the business she did there and the hour at which she sailed.

"Our contract with the Mexican Government requires our steamers to remain in port for at least twelve hours and for as much longer as is necessary to transact the business of the port. Then when the ship is ready to sail the Government reserves the right to delay its departure for twelve hours more. This is ostensibly because of the mails, but the Government is not required to give any reason for the delay.

"As the Colima was due at San Blas at 7 o'clock Saturday morning she could not in any event have left that port before 7 o'clock that night. It is probable, however, that she was delayed long after that time, for San Blas is the shipping port for the city of Tepic and a large tract of surrounding country. I was for a long time purser on one of the steamers, and I know that we frequently lay in that harbor for twenty-four hours, or even longer. If the business of the port required it the ship would stay there thirty-six hours.

"Assuming, therefore, that the Colima remained in San Blas an average length of time she would sail about 7 A. M. on Sunday, the 26th inst., and would be due in Manzanillo about 11 o'clock Monday morning. That is the hour at which she was foundered, and the place of the disaster is now definitely settled as fifty miles from Manzanillo. The Colima would steam that distance in about four hours, so that it is possible she was four hours behind time. The cause of such a delay? That can be only guesswork as yet. An accident to her

It Is Definitely Ascertained That the Loss of Life Will Not Be So Great as Was at First Reported.

machinery? Yes, that might delay her, but I am inclined to think that those four hours were spent in freighting in San Blas harbor.

"It may seem strange to one not in the business that we cannot secure definite information concerning our ships. But it is not customary for our agents at each port to report to us direct the arrival or departure of our steamers. When a steamer leaves a port the hour of sailing is telegraphed to her next stopping place and that is all that is done, except under very unusual circumstances. Then, too, the telegraphic service in Mexico is most unsatisfactory. It often happens that a steamer arrives in a port, stays there a day or so, and even sails again before the dispatch announcing her departure from the former port is received. During my term of service as purser that happened not once or twice, but frequently.

"Mexico is pre-eminently the land of manana. The Mexicans take life easy and are fond of the siesta, and a disaster of this kind sends them completely off their



GROUP OF J. R. BREWER'S CHILDREN. [From a photograph by the Elite gallery.]

heads. That is probably the cause of the difficulty we now experience in getting information."

THE SAN JUAN'S SEARCH.

Possible Reasons Why No More Definite News Has Arrived.

In regard to the delay which occurred on Wednesday in giving out the dispatch received from Captain Pitts, Mr. Schwerin, the manager of the company, stated yesterday that it was not with any purpose of withholding information from the public, but that the dispatch as received was ambiguous, and the company desired to straighten it out.

This was done by holding back the ambiguous portion.

In the dispatch the word "crew" occurred, and among the list of saved was a person named John Crew. It was not known what was meant exactly.

As for the reason why the company could get no further word from Manzanillo, Mr. Schwerin said that in his opinion Captain Pitts picked up the boatload of passengers and went to Manzanillo, but instead of entering the port he, in all probability, gave the dispatch to the commandant of the place, requesting that it be sent on to the San Francisco office, and immediately put out to sea in search of other survivors. In doing this he would not have to waste three hours with the red tape proceeding of clearing again when he sailed out. He also took out the rescued passengers with him, which, in Mr. Schwerin's opinion, would account for the fact that nothing has been heard from them.

As no word was received yesterday from the San Juan Mr. Schwerin thinks she is still engaged in the search, and, there being no news to the contrary, a strong possibility exists that she may have found other survivors.

GOOD NEWS AT LAST.

Boats From the Colima Reach Land Sixty Miles South of Manzanillo.

Shortly before 10 o'clock last night the gloom which has hung over the Pacific Mail offices ever since the disaster was changed to comparative rejoicing. The cause was a telegraphic dispatch which announced that boats from the Colima had reached the mainland of Mexico and that a steamer had been sent to the relief of their occupants. The dispatch was sent in cipher from the steamship company's agents in Manzanillo, and, translated, read as follows:

Received San Francisco 9:35 P. M.

MANZANILLO, May 30, 1895.
Pacific Mail Steamship Company San Francisco: Having received news that people can be saved Boca Apiza, San Telmo, steamer Romero started newly and will follow steamer Mazatlan to-day with personnel of this agency. Will wire particulars. Steamer cannot be got ashore. Steamer is a total loss. ARNO, VOGEL & CO.

"I'll bet 10 to 1 that every soul is safe," joyfully exclaimed Passenger Agent Avery as he read the dispatch, and then he proceeded to explain its meaning to the anxious crowd, to whom it was as so much Greek.

"The expression 'Boca Apiza,'" he said, "refers to the mouth of the Apiza River, the word 'Boca' being 'mouth' in Spanish. The river flows into the Pacific Ocean near Point San Telmo, and that name is added no doubt because while the river mouth is scarcely noticeable Point San Telmo is known to every mariner. The point is sixty miles south of Manzanillo and it was doubtless in that vicinity that the disaster occurred.

"The telegram means that the Colima's boats have landed at the river mouth, and that the loss of life will be small. A little coasting steamer, the Romero, was started for the scene at once, and the steamer Mazatlan will follow with our agents on board.

that the Colima called at Manzanillo on Sunday, the 26th inst.—her regular scheduled date—and that the passengers bound for that point disembarked and are safe. The steamer undoubtedly left Manzanillo Monday morning and would in four or five hours' steaming be off Point San Telmo.

"The accident occurred at 11 o'clock Monday morning. The boats were lowered and the ship abandoned. That the abandonment was done, if not leisurely, but in accordance with discipline and good order is evident to any sailor from the personnel of the third officer's boat, which has been fully reported. The occupants of that boat are distributed among cabin and steerage passengers and crew just exactly as would have happened had they been called off to the boats in the abandonment drill.

"For that reason and because the dispatches state that there was no wind I believe that the loss of life will be very small, if there be any at all.

"In the abandonment of the ship it is evident that the third officer's boat became

separated from the others and it was picked up by the San Juan on its trip north before the steamer reached Manzanillo.

"The others, I have no doubt, kept together under command of the captain, and will all be found at Boca Apiza. This is good news indeed," and Mr. Avery, who has hardly a day or so since the wreck was reported, smiled a weary smile of relief.

"Would not the sentence, 'Steamer cannot be got afloat,' seem to indicate that the ship is ashore or on a reef? And could not the passengers stay on the hull till rescued?" asked an anxious bystander.

"No," was the reply. "In our cipher the word which means 'Steamer' is a total loss signifies also 'Steamer cannot be got afloat,' and in translating the cipher we have in this case put in both sentences.

"There can be no doubt that the Colima foundered. Captain Pitts wired that she foundered, and when a sailor uses that term he means just what he says. If the steamer had gone ashore he would have said 'ashore.'

"If she had struck a hidden rock he would have said 'struck and sank.' But he said 'foundered,' and foundered it is undoubtedly true. Later dispatches have confirmed that report, too, for our agents say that she foundered in 130 fathoms of water.

"The form of the dispatch is crude, owing to the cipher, but there can be no doubt as to its meaning and I am thankful."

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OPINIONS THAT DIFFER.

Arguments For and Against the Probability of Rescues From the Wreck.

Theories regarding the loss of the steamer were as numerous as the inquirers for news. There are two advanced which vary to such an extent that extremes fail to meet. One is advanced by an engineer formerly in the employ of the company.

It is evident to me that all the boats got away from the Colima in good order. According to the dispatches received, giving the names of the saved, Third Officer Hansen was in command of his boat. He had the full crew of four men to man the oars and also the full complement of passengers, thirteen in number. Now if there was any excitement there would not have been the same make-up of that boatload. It would no doubt have contained more of the crew, as they would be more apt to be on deck than the passengers.

"That the boat was properly manned under its officer is very conclusive evidence that strict discipline was observed on board at the critical moment. Were it otherwise and a wild rush was made for the boats it is not at all likely that appearances would be so regular in the third officer's boat."

The opposite theory is presented by a man who knows Hansen and also the various watches on board the steamer.

"I believe Hansen was on watch at the time of the accident, and that the four men in the boat were in the same watch," said he. "He is a very excitable man, as was proven in this city on the trip before the Colima made her fatal voyage. Hansen was arrested the night before the ship sailed for assault and battery by a party he had found at his house when he unexpectedly went there. During his stay in jail he was as nervous as a cat, and after his release was always in the same condition, when the least thing startled him.

"Now, my belief is that when the shock came—and I think it was an explosion—he jumped for the sternboat and succeeded in launching it. It is more than likely that the passengers who got into it were on deck at the time.

"It has been my experience that it takes six men 35 minutes to swing one of the boats from the davits if it is made fast. The two sternboats are always swung clear as soon as a steamer leaves her dock in order to be used in an emergency. This last

dispatch says the steamer sunk in ten minutes.

"If that is a fact, it would be utterly impossible to man the other boats, even if all hands were on deck."

PASSENGERS' IDENTITY.

Something About Those Who Sailed With the Foundered Steamer.

Lang Chang, who is reported among the missing, is a prominent merchant of San Salvador. He came here to be married and left with his bride, who is a relative of Shun Yuen Hing, the importer. His friends in Chinatown are anxious about Chang and his wife and have wired all the Mexican and Central American ports to telegraph at once if they are saved.

Louis H. Peters, one of the passengers of the Colima who has not yet been heard from, was until recently assistant bookkeeper in Dinkelspiel's dry-goods house. He lived with his mother at the Russ House, but sailed by the Colima to go into business with his father in Central America. Mrs. Peters, the mother, is prostrated by the shock and is unable to leave her bed. The young man was only 22 years of age.

Four San Franciscans whose names appear on the published list of passengers of the ill-fated Colima are safe and their families have heard from them by wire. They are J. W. C. Maxwell, mining broker of 426 Montgomery street; H. M. A. Miller, president of the California Guaranty Investment Company; Vernon Gray and T. Fred Bell. They sailed by the Colima to inspect some Mexican mines, but disembarked at Mazatlan before the disaster.

An Associated Press dispatch from Valjeo last night stated that seven persons on the Colima left Mare Island station a short time ago on their way to Vermont to be discharged from the naval service. Only three were saved—John W. Crew, G. D. Ross and L. L. Zangere—as far as reports are known. The lost men-of-war men are J. J. Mounems, G. A. Mewis, C. Walske and J. H. W. Smith. The unfortunate sailors had many warm friends on the cruiser Olympia.

Another dispatch was received by the Associated Press from Seattle, which conveyed the following information:

"Windom T. Spearin, who was lost with the Colima, was a civil engineer of this city. He left here five weeks ago, and it is supposed that Mrs. Spearin is in San Francisco. He had \$2500 for Government surveys, and had refused to pay assigned claims for his men because the claims had been assigned, sued on and had costs added."

D. Constants, a Belgian, H. Janesco and Charles Romanie, Frenchman, and Peter Galates, an Italian, were among the passengers on the Colima. For several years these young men had been waiters at the Palace Hotel in this city, and were on a pleasure trip to New York.

Romanie is said to have had in his possession about \$2000.

Charles H. Cushing, Jr. and his brother, George S. Cushing, were among the passengers bound for Guatemala. They were



Surgeon W. S. Kirby.

both residents of Oakland, where they have a wide circle of friends. Their father is Charles H. Cushing, formerly connected with the Investment Insurance Company of San Francisco, residing at 870 Adeline street, Oakland. It was their intention to engage in coffee raising not far from their point of destination.

Press information states that one of the brothers was rescued by the San Juan.

Alfred A. Alonzo, another passenger on the Colima, was bound for Tapachula, where he was to take a position on the plantation of his half-brother, Mr. Brewer. John C. Stein, who traveled in the steerage, appears to have been followed by fate. He is a young man—or was—who made up his mind to leave San Francisco and work with his father at San Jose de Guatemala. For some months past he was idle in this city and depended largely on Peter Machabee for support while waiting for a remittance to pay for his passage on the steamer. But the money was slow in coming, as three different steamers sailed from here without him, much to his disappointment, for on each one he had expected to sail. His father is foreman of a carriage-trimming shop in the Guatemala city and lives there with his wife, John's mother.

At last the money came to young Stein, who bought a ticket and left full of hopes on the Colima.

"I had everything packed and was in readiness to accompany him," said Machabee yesterday, while waiting in the Mail Company's office for news, "but I was disappointed the day before the steamer left. This annoyed me greatly, but here I am now, only too happy that I was left."

Stein's grandfather is C. W. Stein of Stein & Son, carriage material dealers, on Stevenson street. Young Stein was engaged to Miss Deitz of 391 Eighth street not long before he left San Francisco.

The parents of H. M. A. Miller, president of the California Guaranty Investment Company of this city and a passenger on the Colima, who live at 1264 Union street, Oakland, were much gratified yesterday on receiving a telegram from Mr. Miller stating that he was safe at Mazatlan. He went to Mexico on a business trip, and left the ill-fated steamer at his destination two days before she struck on the reef.

day and registered at the Russ House. He immediately visited the office of the Pacific Mail Steamship Company to learn the latest news about the disaster, as he was anxious about the safety of his brother, A. E. Crepin, and his brother-in-law, Willis P. Haines, and wife.

The brother and the Haines family have been in the lower country, and in a recent letter they notified him that they intended to board the Colima at either Mazatlan or Guaymas. Mr. Crepin is in hopes that they did not meet the steamer, but he cannot resist a strong feeling of anxiety.

Officers and Crew.

O. Hansen, third officer of the Colima, was well known in this city. He was married and lived with his wife and brother-in-law at 184 West Mission street. Hansen is a native of Norway, 28 years of age. He was considered a first-class seaman, having been a sailor from boyhood, with the exception of several months in the retail liquor business in this city.

Dr. W. P. Kirby, surgeon of the Colima, is a native of California, 32 years of age, and a graduate of the university in the class of 1886. After a course in medicine he opened an office in the Mission, and after some practice, during which time he applied himself with zeal to his chosen profession, he was appointed demonstrator of anatomy in the medical school from which he was a graduate. After three or four years' practice he accepted a position as surgeon on the Colima. He was esteemed as one of the promising young physicians of the coast.

T. E. Berry, freight clerk, was only 21 years of age, though he had been in the service of the company over four years. He is a native of San Francisco and his parents reside in this city.

A. K. Richardson, storekeeper, is a native of Massachusetts, 29 years of age. He had been in the service of the company for several years.

John P. Ebbeson, chief engineer, is a native of Sweden and about 40 years of age. He has been employed on this coast for several years and was engaged to Miss E. Carlson of 42 Ringold street.

E. D. Reardon, first assistant engineer, lived with his mother and two brothers at 132 Oak street in this city. He is a native of New Hampshire and about 27 years of age.

The second assistant engineer is Harry Finley, about 26 years of age, and a native of California. He resided with his wife at 604 O'Connell street, and has been in the service of the company for several years.

F. Tommeger was the third assistant engineer. He was about 24 years of age and a native of California.

Among the sailors was Charles Monte, an Italian, formerly a captain in the merchant marine of his native country. He is about 37 years of age, married and has one child. His brother is V. W. Monte with a business house at 21 Montgomery avenue.

Charles Hagerstrom, the quartermaster of the lost steamer, has a sister, Mrs. E. Thompson, residing at 12 Tehama street, in this city.

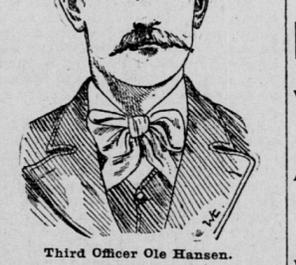
The latter is prostrated with grief over the disaster, fearing the worst. Many friends of the young quartermaster called upon her yesterday and used their best efforts to cheer her up by holding out encouraging hopes that there were strong possibilities of many other survivors being heard from.

A singular coincidence in his career was the fact that a year ago he came very near being drowned off Grays Harbor. Captain Crosby of the McArthur, together with Hagerstrom and seven others of the crew, attempted to cross the bar in a whaleboat. The craft was upset, and the captain and four others were drowned.

Hagerstrom is a powerful swimmer, and when one of his weaker companions who was struggling in the water asked for assistance Hagerstrom shoved an oar, which he held, toward his comrade and boldly struck out for the shore, two miles away.

On several occasions he has displayed bravery of this sort, and his sister fears that he may, in the Colima disaster, have risked his life to preserve some woman or child who might have been in danger of perishing.

A shipmate of Hagerstrom on the McArthur, who is well acquainted with the southern coast, stated last night that the



Third Officer Ole Hansen. [From a photograph by Duhem.]

sharks would be the main danger which would threaten those who may have jumped overboard from the vessel. The coast waters along Mexico and Central America, he said, fairly swarm with voracious man-eaters.

Among the anxious ones who visit the company's office is John Hackett, the father of James Hackett, freeman on the Colima. He lives at 541 First street.

SAVED BY PROMOTION.

Why Edward Osborne and Paul Rossiter Were Not in the Disaster.

Two men who were employed on the Colima up to the last trip have good reason to congratulate themselves on being promoted in the Mail Company's service and as a result of promotion being transferred to other vessels. One of them is Edward Osborne, son of Homer Osborne of Brown, Craig & Co., insurance agents. Osborne was freight clerk on the Colima, and was transferred to the steamer Pekin, in the China and Japan trade, as purser. Paul Rossiter, who was assistant engi-

neer of the Colima, was promoted to the rank of engineer and transferred to the steamer Peru, which is on the Panama route. But for these changes both men would have had anxious relatives inquiring for their safety.

AN ALARMING RUMOR.

The New York "Herald" Says the Steamer Was Driven on a Reef.

NEW YORK, N. Y., May 30.—The Herald's Manzanillo correspondent telegraphs:

The latest advices from the scene of the wreck of the steamer Colima, which was lost on Monday near Cayutian, indicate that of the seamen and passengers on board only twenty-nine are known to be saved out of 214.

Every craft for miles along the coast is out looking for survivors and bringing in many bodies which are being washed ashore. As further light is being thrown upon the circumstances attending the wreck, it is plain that the steamer may have been driven upon a reef and sunk without having been damaged by an explosion or even crippled by an extraordinary accident to her machinery.

It is thought that the killing of the captain and his chief officers must have greatly increased the demoralization among her passengers, due to the storm, by which the steamer was buffeted, and that there must have been excitement which greatly interfered with any attempt to utilize the boats with safety.

As yet the official announcements made by the company's local agents are brief, being simply to the effect that the Colima foundered fifty miles from this place.

The Colima carried one hundred thousand silver dollars, which she took aboard at San Blas.

Professor Harold Whiting and his family, who are reported lost, were Bostonians. Mr. Whiting was the professor of physics in the California University for three years, and was on his way back to Boston with his wife and four children.

INSURANCE ON HER CARGO.

It Is Scattered Among Sixteen Companies for Small Amounts Each.

The following companies carried risks on the cargo:

- Swiss Marine, \$11,000; United States Lloyds, \$140; Guttle & Frank's Agency, \$25,000; Fireman's Fund, \$21,202; Canton, \$1800; Standard Marine, \$80; British and Foreign, \$12,028; New Zealand, \$6500; Thames and Mersey, \$680; North China, \$1010; Western, \$141; Voss, Conrad & Co.'s Agency, \$2600; Mannheim, \$142; Trans-Atlantic Marine, \$1320; Sun, \$250; Ocean Marine, \$240.

This makes a total of \$84,133. In addition to the companies named the On Tai and Man On Chinese insurance companies had placed risks, but no figures could be obtained from them.

As far as insurance on the ship itself is concerned the company has none placed. Instead of paying premiums into the various insurance companies the same amount as would be demanded is set aside in a fund of salvage by the steamship company, and when a vessel is lost the amount so credited to each steamer is drawn from the fund.

The Colima was valued at \$900,000. The customary amounts have been laid aside to her credit and now reach a figure almost equal to the sum which would be paid by insurance companies.

"There is one thing about the loss of the Colima which the Pacific Mail Company should take into consideration," said an old navigator yesterday. "There is not a correct chart of that southern coast on board any ship entering those waters. The Pacific Mail Steamship Company could have a complete and correct survey made at less cost than the value of one ship.

"Navigation is carried on through the minds of old Mexican charts, which are as inaccurate as any document could well be, and partial American surveys. There should be a new survey."

THE NUMBER DROWNED.

A Dispatch From the City of Mexico This Morning Makes It 187.

CITY OF MEXICO, MEXICO, May 31.—The total number of drowned from the Colima wreck off the coast of Manzanillo is now known to be 187 persons. Five more have been rescued from the wreck, making the total number living twenty-six.

LAI DOWN THE BATON.