San Juan was that Captain Long, who was coming up as a passenger, went to Captain Pitts and asked if he would lower another boat, Captain Long saying he would take charge of it and would man it with a volunteer crew of the Aztec's sailors. Captain Pitts said 'No.' Captain Long then went to the purser (Menton) and asked him. The purser said, 'Go ahead,' and Captain Long with the Aztec sailors picked up most of the sixteen men saved."

Six of the rescued, due to Captain Long's good work, Mr. Oriel named for certain. He had the names of three of the crew of the San Juan on a piece of paper as his (Oriel's) friends. They are William Martin, 1600 Post street; David Gibbs, 42 Tehama street, and Patrick McEntee, 502 Second street. Whether these were his informants he did not say.

Oriel, Rowan and Boyd went to the Market-street office of the Pacific Mail Company during the afternoon and Passenger Agent Avery refunded their fare and gave them $100 each besides. The $100, Mr. Avery explained, was paid to them by the company voluntarily to cover their wants considering their destitution, and he said it would not operate as a bar to any claims they might have against the company.

Each of the three men said they had lost a great deal more than $100 worth in clothing and valuables. Oriel had lost an expensive toolchest, Rowam some fine violins and Boyd a lot of valuable jewelry, so they said.

Mr. Oriel's home is at 1229 South San Juan street, Stockton.

GUSTAV ROWAN'S STORY.

The Steward Tried to Prevent Him Giving Out Preservers.

Gustav Rowan, the Belgian musician, whose residence since he disembarked is at the Hotel de France, 618 California street, had been warned, he said, in common with the other rescued passengers, by the officers of the San Juan, not to talk, and it was with some difficulty that he was induced to say anything.

In his struggle for life after the sinking of the steamer, Rowan was badly battered and had been twenty-seven hours in the ocean clinging to a piece of the wreck. This was not the worst of his troubles and of his fearful fight for life. He fears physical evidences which he will carry for life.

Besides a lacerated wound of the scalp and internal injuries from which he has suffered greatly, he had three ribs hurt and also received severe wounds about the lower limbs that render locomotion extremely painful. Some of these wounds he received while trying to distribute life preservers among the panic-stricken passengers when it became evident that the ship was doomed.

In this humane effort, he says, he was opposed and to a great extent thwarted by the steward of the Colima, who commanded the passengers to let the life preservers alone and then ordered Rowan forward. He does not remember the steward's name and can only describe him as "a German who wore eye glasses and who talked like a bull." Rowan's story is corroborated by H. W. Boyd and T. J. Oriel.

They both say they saw him giving out life-preservers to the passengers, and heard the steward order him away from that part of the ship, where the passengers had gathered in terror.

Mr. Rowan was bound for New York. He explained the life-preserver incident in the best English he could command, saying:

"The steward told me 'You don't take anything at all. What are you taking those things down for? You'll have to put them up again. I'll not put them up for you.'"

Mr. Oriel interrupted to explain that the steward was trying to allay the excitement. Rowan continued:

"Then I jumped and took the life-preservers and gave them to all I could, in spite of what the steward said. I did not stop, though he tried to stop me."

"About that time the ship tipped completely over to an angle of forty-five degrees," remarked Mr. Oriel. Concerning the wreck Rowan said substantially:

"Three causes contributed to the sinking of the Colima, though by no means in equal degree. First, there was the gale which struck us Sunday evening about 6 o'clock. Second, the cargo was badly loaded and would not stay in place. Worst of all was the way the ship was handled. There was nobody to do anything. There was no discipline among the crew. Conflicting orders were being constantly given by the officers, but this did not do much harm for none of them were obeyed. Early in the struggle the crew became unmanageable and confusion reigned everywhere.

"From the time the gale struck us until Monday morning, we all lost hopes that the ship would be saved. At 8 o'clock, however, we commenced to realize that we were going to be wrecked, and the panic commenced.

"It was about this time that I went after the life-preservers. I took a great many and carried them about among the passengers, and showed them how they were to be worn. As I said the steward came up to me and demanded to know what I was about. I told him, and he said that I must leave the life-preservers alone and attend to my own business. He then told several of the passengers not to touch the life-preservers, and ordered me to go forward. He said that there was no danger and there would be plenty of time to get away in the boats if there were.

"But even then the ship was sinking, and as she went down I put on a life-preserver and jumped. The water was full of wreckage, and I struck on something and then went down.

"When I came up I was caught fast between two pieces of timber, and had my ribs hurt. Then a wave washed me clear, and I went down again. Three times I was washed away from the wreckage. The last time I caught on to a plank and managed to keep up. After drifting about for twenty-seven hours or more I was picked up by a boat from the San Juan."

To bear out Mr. Rowan's statement as to the bad loading of the ship several of the men said it was top-heavy. One thought there was fully 60,000 feet of green lumber on the decks.

CENSURES THE COMPANY.

A Vigorous Denunciation by a Wealthy Coffee-Planter of Mexico.

L. R. Brewer, a wealthy coffee-planter of Mexico, who resides on the border line of Guatemala, lost his wife and three children in the Colima disaster. His family resided on California street in this City for several years antecedent to the accident.

When seen at the Occidental Hotel yesterday Mr. Brewer was in a very excited frame of mind. He paced up and down his room as he spoke bitterly of the Pacific Mail Company's way of doing business and of its conduct in the Colima matter. He considered himself peculiarly qualified to speak upon the subject, as all his business in the way of freight and shipping passes through the company, sometimes to the extent of $300,000 per annum. Mr. Brewer said:

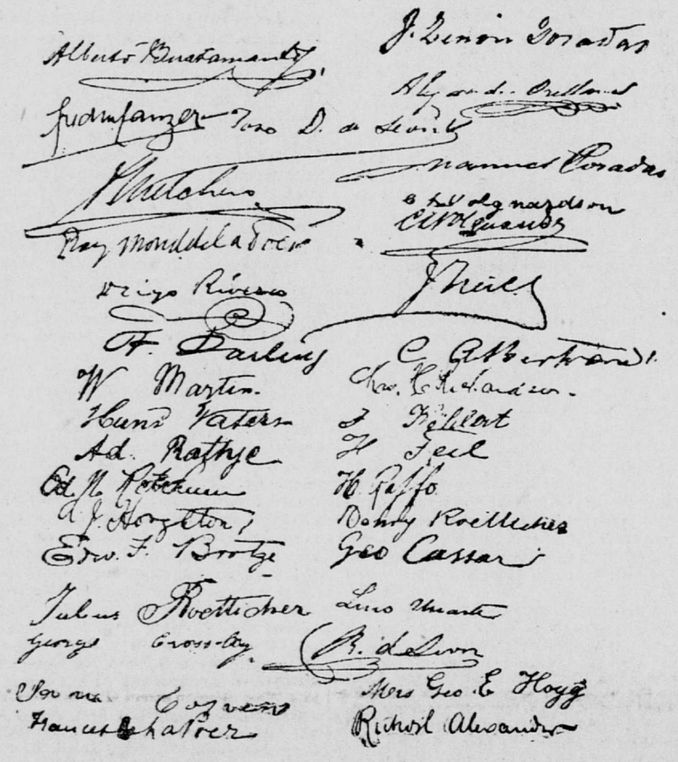
"In my opinion the cause of the disaster was the fearful overloading which took place. In this view I am confirmed by all the passengers with whom I have come in contact. I have been on steamers of the line myself which have been topheavy. I was a passenger on the steamer Colon last August, and on that very trip evidence was visible that the ship was overloaded. She nearly capsized near Ocos, and the captain had to take the vessel to San Jose and unload some of her freight. This is a proof that she was topheavy.

"Why did not the San Juan continue cruising around the scene of the wreck?" he asked. "If she had done this goodness knows how many more might have been saved. The company's action in this matter was inexcusable. Then they delayed in supplying me and the other people interested with news for several days, and this on the most trivial of pleas.

"And then the accommodations and the food on board was of the cheapest and commonest character. The wines and liquors were of poor quality, and if any of the passengers desired to have anything fit to drink they had to bring it on board with them. It was found necessary, if one wanted to get service of any kind, to tip right and left. The moment one got on board one had to dive down in one's pocket. To prove to you that I am not exaggerating, I will hand you a copy of a protest which was signed by many of the passengers on board the San Juan."

This protest, which Mr. Brewer exhibited, reads as follows:

We, the undersigned, passengers, most strongly protest against the treatment we have met with on board the San Juan. The steamer is advertised to start at fixed dates from all ports. In no one case has a date been adhered to, to the detriment of passengers. In several cases intending passengers had to wait at the port for seven days. The commissariat was decidedly short, almost all stores and wines having given out. There was no ice between the ports of Acapulco and Mazatlan. We wish to draw the attention of the company to the fact that no ice is allowed at any time to the passengers, and, feeling the want of it, many of them went to the expense of buying some for their own use. During the time that there was no ice on board there were cases of illness requiring its use. We also protest against the sanitary arrangements, which are simply disgusting.



"The company seems to take advantage of the fact that it is the only line of steamers by which one can get to Central America," continued Mr. Brewer. "There have been many complaints made by merchants on the coast of packages having been opened en route. There is in the City of Mexico to-day a life-preserver of the steamer Alaska, which was found in a case supposed to contain silks, consigned to Antonio Bado & Co. Many times I have received cases of wines empty, which just shows that goods and merchandise are sometimes opened. When we receive consignments, if there is anything in dispute, and complaint is made, all the answer we can get is: 'Oh, we haven't time to count the goods.' It is never delivered. I can prove that by my bills of lading. I must say that things have been better since Schwerin has been in the company, a very little better. I say that because I believe in giving every man his due. Such things as have been done by the Pacific Mail Company would not be tolerated in Europe, and I think the United States Government should interfere in the matter and prevent the overloading of their steamers."

Mr. Brewer expressed himself as undesirous of saying anything which might make trouble. At the request of the CALL reporter he affixed his signature to the statement accredited to him. Then he decided to consult his attorney. Mr. Gillette was called in. He advised his client to make no statement for the press, and, acting under the instruction of this lawyer, Mr. Brewer retained the statement which he had voluntarily made and signed but a few moments before, Mr. Gillette declaring that he would himself make a statement to the press in a day or two.

As Attorney Gillette absolutely refused to allow his client to return the statement a second copy was made from the stenographic notes taken during the interview with Mr. Brewer.

TO FIND THE CAUSE.

The Inspectors of Hulls and Boilers Will Hold an Investigation.

United States Inspector of Hulls Talbot and Inspector of Boilers Phillips lost no time in hunting up witnesses when they heard that the steamer San Juan had arrived with the survivors of the ill-fated steamer Colima on board.

Mate Hansen was seen, and his report of the wreck and all the facts in the case will be handed in to the inspectors to-day. As soon as this is received, and the matter is thoroughly in hand, a day will be set for the investigation. It will be very searching, and it will not be the fault of the local board if all the facts in the great disaster are not made known.

Neither Inspector Talbot nor Inspector Phillips will discuss the loss of the vessel, let alone express an opinion as to the cause of the disaster.

"When we have all the facts before us," said Inspector Talbot, "we will give a decision, and not until then. As soon as we receive Mate Hansen's report we will be ready to announce a date for the investigation, but not until then. That report ought to be in to-morrow morning, and in the afternoon we will arrive at a conclusion."

The survivors of the wreck will not be the only witnesses examined. Captain Henry Bingham, the stevedore who superintended the loading of the Colima, and a number of officials of the Pacific Mail Company will be called upon to testify. In fact, no stone will be left unturned in order to arrive at the truth and fix the blame for the terrible loss of life where it belongs.

SAVED ON A DECKHOUSE.

Albert Carpenter, Seaman, Says He Thinks an Explosion Finished the Wreck.

Albert Carpenter, a sailor on the Colima, was among the survivors who came here on the San Juan. He was dressed in a suit that fell around him in rather ludicrous fashion, for it was made up of the second change that some generous sailor of the San Juan had to offer. Across his forehead was a ragged and long scar, another stretched across the back of his head and his left arm was still helpless from the buffeting he received.

"After we left Manzanillo at 4 P. M. the wind began to freshen till daylight the next morning. It blew a gale all night and the gale grew worse till the Colima went down. Now, I have been twenty-four years at sea, but I never saw anything like it.

"When we got a list every roll took us over more until she foundered."

"How did she founder?"

"She went on her side to an angle like that"—indicating with his hand an incline of about forty-five degrees. "I was forward in the stateroom, where I belonged, just before she went down. There was no time to launch boats from the moment the signal was given for every one to save himself. I think I was about the last man to leave the ship, and I saw plainly how she went down.

"When I was cutting away the lashings of a boat I got a clout over my eye here. But it was not the deckload that caused the wreck. All the hatches were thoroughly blocked. I think it was something that burst below in the hold, may be the coal, or something stowed away down there.

"It was becoming a terrible hurricane and the ship lay in the trough of the sea. The captain could not get her around, so she stayed there and the big waves came down on top of us and swept the deckhouses and everything else on deck away. Soon after that she jumped up like and sank stern foremost in a minute.

"I was twenty-three hours in the water when the San Juan came along and picked me up. I got on a raft—that is a piece of the deck-house—this man and me," pointing at Seaman Thomas Fries, "and when we got out of the wreckage and the storm we flew a red flag. Three other men got on the raft with us and held on, and five of us were saved by the old deck-house."

He would not go into particulars about the disaster, nor would he discuss the question of loading or alleged negligence.

FILING PROTEST.

The Patrons of the Pacific Mail Steamship Company Are Dissatisfied With It.

Edward Ketchum, a passenger that came up from Central America on the San Juan, speaks of the intense dissatisfaction that exists in the Mexican and Central American ports regarding the service which the Pacific Mail Company gives them.

"They are irregular in making the ports," said he, "keeping passengers waiting on expense at hotels for the steamers to put in an appearance. Their accommodations are poor, and they even go to sea short of supplies for the saloon tables, simply because food is dear on those coasts.

"I hear that citizens of those countries who are forced to patronize that company are filing protests with their respective Governments against the policy which the Pacific Mail pursues in its work of transportation in that locality.

"Coming up I talked freely with the survivers of the wreck and they were loud in their denunciation of the manner in which the Colima and her passengers were sacrificed."

OVER HANSEN'S OATH.

The Third Officer's Statement of the Disaster to the Colima.

The sworn statements of Third Officer Hansen, Storekeeper Richardson and Engineer's Storekeeper Aviles were made in the private room of General Manager R. P. Schwerin yesterday afternoon, at the offices of the Pacific Mail Company, 425 Market street. They were signed and sworn to before Notary George T. Knox.

Mr. Schwerin asked Mr. Hansen of the Colima to make a statement regarding everything he knew of the movements of the Colima, commencing at the time he left Mazatlan until he was taken on board at San Juan, in connection with the loss of the Colima, and to tell everything he knew, sparing no one. Mr. Hansen gave the following version:

Arrived at Mazatlan May 24 at 7 o'clock; discharged our freight at 1 o'clock and waited until 4 o'clock P. M., when we received some freight; at 7 left Mazatlan for San Blas, arriving at San Blas about 10 A. M. May 25. Discharged cargo there and took in a little freight, and left about 2 P. M. for Manzanillo May 25. Arrived at Manzanillo at 11:30 A. M., May 26, and remained there until 4 P. M. When weleft Mazatlan had fair weather and heavy southeast swell, which lasted until 6 P. M.; we got heavy east-southeast wind and sea; the southeast swell increased. We had heavy rain and swells the whole night. At 6 A. M. May 27 the wind increased to a heavy gale. The ship was hove to and continued to roll heavily. She bore up nicely until 10:15 A. M., when she lost three starboard lifeboats, and things remained quiet until 10:45 A. M., when she listed heavily over to starboard. She remained in that position about two minutes, when she capsized and sank in about three to five minutes, stem first. Before she listed the captain ordered me to cut the deckload adrift and heave it over the side, and before I got ready to heave it all, she capsized.

Did you have any deckload except what was put on board in San Francisco?

We had a small express wagon on the upper deck that we took on board at Mazatlan.

On what tack was she hove to?

On the port tack.

What sail did she have set?

No sail.

Was she kept head to sea?

Yes, she was kept head to sea until shortly after 9 o'clock.

Do you know if anything was the matter with the steering gear?

The steering gear was all right.

Were the engines working?

Yes.

Did the seas make a clean sweep over her?

Yes, forward and over the boats and over the stern.

How long had the seas been making a clean sweep over her?

About an hour.

From your experience as a seaman did you consider it a very heavy sea?

Yes, a very heavy sea.

Did you contemplate any danger?

No, not until the last five minutes.

Was the wind violent?

Yes.

What was the force of the wind?

About nine to ten.

Did you have any conversation with the captain?

No, not from 8:30 o'clock, except when he told me to get the deckload adrift.

Were all hands at their stations?

Yes, all hands were at their stations.

Were the boats ready for lowering.

Yes, they were hanging in the davits.

When she listed how much did she list.

I should judge about 40 degrees.

Were the ports along the gangways closed?

Yes, the captain ordered them closed at 12 o'clock the night before.

How did she act in the seaway?

She acted fine—very nicely in the seaway, but as the gale increased she kept dropping off more and more until she would not come up and head the seas.

Was she making any headway through the water, in your judgment?

She was making about two knots.

What was the course and speed?

The captain slowed her down on account of the heavy wind and water.

On what course?

Southeast course and fell off and came up again until 10 o'clock when she fell off to south by west and would not head the seas.

Did she roll heavily when she was in the trough of the sea?

Yes, she rolled very heavily.

Where were you most of the time?

From 8 to 10:40 on the bridge, when I left to get the deckload adrift.

Where were you stationed when the cargo was taken out at Mazatlan?

Down in the hold at the last part of it.

Where were you when the cargo was put in at Mazatlan?

I was down there again when the cargo come in and the same space was filled with cargo that had been occupied by cargo that was taken out.

How much cargo came in at Mazatlan?

About fifty tons.

Where was it placed?

Placed in the forward freight deck.

Was the lower hold filled at Mazatlan?

The place was filled on leaving San Francisco.

Was it filled when you left Mazatlan?

Yes; the lower hold, freight deck and orlop decks were filled when we left Mazatlan.

When that cargo came in at Mazatlan did you see anything wrong in the stowage of the cargo?

No; everything was stowed fine.

As a seaman do you think that the cargo was properly stowed at Mazatlan?

Yes.

Where were you stationed when the cargo was taken out at San Blas?

It was my watch below.

Where were you when the cargo came in at San Blas?

Down the hold.

Where was the cargo placed when it came on board at San Blas?

After freight deck and steerage deck

How much cargo came in there?

Two small lighter-loads—about eleven tons.

Where were you when the cargo was taken out at Manzanillo?

During the latter part of the time was down the hold.

Did you see anything wrong with the cargo when you were down the hold?

My opinion is that the cargo was stowed properly.

Where were you when the cargo was put in at Manzanillo?

Down the hold.

Where was the cargo stowed?

On the after freight deck.

How much cargo was put in there?

One small lighter-load—about six tons.

Where were you stationed when the ship was stowed on leaving San Francisco?

I had charge of the forward hold.

Did you see any carelessness on the part of the stevedores in stowing this cargo?

None whatever.

As a seaman, do you consider the cargo was well stowed?

I am positive of it.

As a seaman, do you consider the weights were properly distributed?

Yes.

As a seaman, do you think that the company could, in any possible way, have taken greater precautions in the stowage of this hold under your charge?

No.

Do you think there was any opportunity for the cargo to shift in this hold?

No.

Or in any part of the ship?

No; the holds were filled, every deck was filled and the orlop was filled, and in my opinion all this cargo was properly stowed and properly chocked to prevent shifting.

When you left San Francisco in the Colima did the ship act to you as if she was tender?

No.

How long have you been in the Colima?

Twenty-two months from the 6th of June.

From your experience down the coast did you see any signs of tenderness in the ship?

No.

With the knowledge you have of her cargo and how it was stowed, is it your opinion that she was properly stowed to go to sea?

I am perfectly sure of it.

When the ship left Manzanillo did she show any signs of tenderness?

No.

Did she roll on this voyage more than on previous voyages?

No—not until the last day.

In this gale of wind was there any sign to signify that her cargo had shifted?

No.

On any of the decks that you know of?

No.

Do you consider that the wind was strong enough to prevent her coming up to the sea?

Yes.

At any time did you see her working ahead to the seas?

Up to 9 o'clock she headed the seas.

Did you hear any orders given in the pilothouse by the captain?

No.

How was her helm carried from 9 o'clock till she sank?

The helm was hard to starboard.

Was there any consultation that you know of between the captain and chief engineer?

The captain called the chief engineer shortly after 9 o'clock and told him to give her more steam and go ahead a little faster to see whether he could keep her up to the sea or not.

Did you feel any difference in the increased speed?

Yes.

Did she come up to the sea any better?

No.

Are you sure that her rudder was working?

Yes.

Was any notice sent to the passengers to call their attention?

Not that I know of. The captain gave the first and second officers orders, but I did not know what they were.

Were there any passengers on deck after 9 o'clock?

I did not see any after 9 o'clock.

Where were you when the ship listed to starboard?

I was on the starboard side of the forecastle head, cutting away the awning stanchions.

When she listed did her hurricane deck go under water?

Yes; at 10:15, when we lost the three lifeboats. After she rolled the three life-boats on the starboard side were lost.

Did the deck houses start?

No.

Where was the captain when she listed?

On the bridge.

Was he alone?

The chief officer was with him.

What did the captain do when she listed?

Blew three short blasts of the whistle.

How long from the time she listed did she sink out of sight?

About five to six minutes as near as I can judge.

When you say "capsized" do you mean that she listed and sank, or do you mean that she went clean over?

She listed over with her masts in the water, filled and sank.

Did you hear the captain say anything about the cargo on board on leaving San Francisco?

No.

Or at any time up to the time she sank?

No.

If there had been any fault found with the stowing of the cargo in San Francisco, do you think you would have heard of it?

Yes.

Where were you stationed when the ship went over the San Francisco bar?

On the bridge.

Was there a heavy swell on the bar?

Yes, a pretty heavy swell.

How did she behave in this swell?

She behaved very well; she pitched, but did not roll any.

Would you say that she made good weather of it or bad weather?

Good weather of it.

To the best of your knowledge do you think she touched a reef?

No.

Richardson Arriving at the Pacific Mail Dock.

To the best of your knowledge did her engines break down?

No.

To the best of your knowledge did any explosion occur on the ship?

Just before she sank there were some steam pipes of the boiler that exploded.

Was there any time to lower lifeboats and get them away?

No.

Could anything have been done to have saved the lives of the passengers of that ship?

No—nothing whatever.

Did you hear any other officer on board the ship say anything about the storage of the cargo?

No.

Had there been any discussion in your presence about the stowing of the ship?

No.

If you were ordered to the Colima to-morrow and her cargo stowed the same as it was on her last voyage on leaving San Francisco, would you hesitate in going to sea in her?

No; I would not hesitate a moment.

During the twenty-two months that you have been on the Colima, have you ever seen the company careless in the stowage of cargo of the ship or the care of passengers?

No.

Do you consider the Colima well found when she went to sea?

Yes.

What is your opinion of the discipline on board that ship?

Good.

Did the captain have full control of his officers and crew?

Yes.

Was there a ready obedience of the orders given by the captain of that ship?

Yes.

Did you ever see Captain Taylor derelict in his duty?

No.

Did he always take charge of the ship when it was his duty to do so?

Yes.

Do you consider him a careful navigator?

Yes.

Would you be willing to sail with Captain Taylor again?

Yes.

Do you think that everything was done on board that ship that could be done to protect life and property?

Yes.

Do you think that anything could have been done to avert this disaster?

No.

Do you know how much lumber she had on her topgallant forecastle?

About forty tons.

Do you think that this lumber on her deck had anything to do with her disaster?

It had nothing to do with her disaster.

In your opinion do you think she could have carried a larger deckload of lumber?

Yes.

Where was this lumber stowed?

Forward on the upper deck, forward on the cargo hatch, from the after shroud of the fore rigging to the capstan, about the height of the rail running around the ship, leaving about three feet passage way between the lumber and the rail. There was nothing stowed over the hatch.

Did the cattle get adrift that was stowed on the main deck?

No—except six that were cut adrift about two minutes before the ship capsized.

As far as you could see, did any of the cargo start before she listed?

No.

As near as you can remember, how was she heading when she listed?

About south by west by compass.

In what direction was the swell?

The swell was southeast; very heavy swell from the east.

What direction was the wind?

East-southeast to southeast.

Do you consider that it was a hurricane?

Yes.

What was the reading of the glass?

It was 29.75 at 8 o'clock and went down .500 in half an hour from 7:30 to 8.

Was the weather clear overhead?

No, cloudy.

Any rain?

Yes, a little rain and squally.

Did the wind blow in steady violence or sudden squall?

Heavy squalls.

Was it during one of these heavy squalls that she took the list?

Yes.

When the gale first came on did the ship seem tender?

No.

When she rolled in the trough of the sea did she recover herself properly?

Yes.

What do you attribute this disaster to?

To the heavy weather and heavy swell and wind.

Do you know of any reason to cause the cargo of the ship to shift?

No.

Was there any after sail put on the ship?

No.

Did the captain seem nervous?

No.

From anything you saw of the captain did he seem to think that the ship was in a dangerous position?

No.

From the manner in which the ship behaved did you think she was in a dangerous position?

I did not think there was any danger until the last couple of minutes when she gave the last final list.

Was this after the unusually heavy swell?

Yes.

Did she roll with the swell or after the swell had left her?

She rolled with the swell and filled her main deck on the starboard side with water and did not have time to recover herself before the second swell came and pinned her down, shoved her over hard, and the third swell that came shoved her down.

Were these swells in quick succession?

Yes, they were in quick succession.

Could the officers of the ship have done anything to save life?

No.

Do you know if any boats were actually lowered?

There were two boats in the water, No. 1 and No. 7, on the port side.

To what part of the ship did they belong?

Forward. One was abaft the fore rigging and one abreast of the saloon.

What experience have you had at sea?

Thirteen years last April.

In what capacity have you worked on board?

Ordinary seaman, able seaman on board sailing ships for seven years.

How long have you been sailing on the steamers of this company?

About six years.

How many vessels of this company have you sailed in?

Five.

On what routes have you sailed in the Pacific Mail?

Quartermaster on the Manzanillo route and all the rest of the time between here and Panama.

How did this vessel compare with the other ships of this company as to her action?

Just about the same.

Was there nothing unusual?

Nothing whatever.

Were these boats you speak of washed out of the davits?

They must have been lowered at the time I jumped off the ship into the sea. I was in the water about three minutes before I saw any boats. Then I saw two of them—seven men in one, and in half an hour after the ship sank a squall blew the boat out of the water and capsized her.

Give an illustration of the violence of the wind.

I saw the wind pitch the deckhouses and hurl them in the air.

What were the last vessels you saw after leaving Manzanillo?

Except three schooners, the San Juan was the first.

When did you pass the three schooners?.

At 5:30 Sunday evening, May 26, an hour and a half after leaving Manzanillo,

How long after the wreck did the squall subside?

At 3 o'clock, about three or four hours. Shortly after the ship went down we had calm weather for half an hour, then we got a squall heavier than when the ship sank.

In your experience as a seaman have you ever been in a heavier squall?

No.

In your experience on running on that route did you ever go through a similar experience before?

No. Nothing like it.

What boats did you see any people in?

No. 1 and 7.

Did you see any one in No. 7?

I saw two men and two women and the squall came up and turned the boat over six or seven times. (Signed) O. HANSEN.

Subscribed and sworn to before me this 6th day of June, 1895.

(Signed) GEO. T. KNOX, Notary Public.

RICHARDSON'S VERSION.

The Sinking of the Colima Was a Mystery to the Storekeeper.

A. K. Richardson, the storekeeper, gave a review of the voyage of the Colima from the time she left this City as follows:

We had a very rough time getting over the bar, but after that everything went along smoothly. We made the ports all right. After leaving Manzanillo the sea was all covered with brown foam; looked as though there had been a very heavy squall somewhere and I understood that the mate had made a remark that we were going to have very heavy weather that night, and I got up two or three times in the course of the night to see that everything was all right in the wineroom.

In the morning, about 5 or 6 o'clock, the ship commenced to roll very badly. About half-past 7 the porter came to me in my room and said that the captain's room had been swept in by a wave and broken his lampshade and that he wanted a new one, so I went down to the sundry storeroom and got what he wanted. At that time the waves were coming over the main deck against my room and the wineroom. I had a pretty close shave from getting washed overboard. Just as I was coming out there was a big wave, and just after coming around the corner it came alongside the ship and hit the door of my room and the door of the wineroom. A very heavy wave it was.

After that I returned to my room. Shortly after that the water commenced to come into my room over the lintel of the door and at that time the waves were coming in every room and my room began to get nearly flooded, but as fast as the water would come in there seemed to be some place where it would run out; it seemed to go below and otherwise underneath my locker. Then a very heavy wave came and the water came in through the top of the door, and I began to get a little frightened. I thought something might happen, but it never occurred to me that the ship was in any great danger. Shortly after that more waves came in of the same nature over the top of the door and then all of a sudden the ship laid right over on a pretty steep angle and then rolled back.

A few minutes after that she went over on the same angle again and stayed, and at the same moment there was a crash of the woodwork over my bunk, caused by the water coming in, and I thought I was going to be drowned because I could not get out through the door and I did not imagine I could get up through the place where the water was coming in, but I gave a little jump and the next thing I remember was that I was on top of the water all right, holding on to a piece of wood.

There was not a vestige of the Colima in sight at that time with the exception of an enormous amount of wreckage of the deck houses. I swam a few strokes to the largest piece of wreckage I could see, which was a piece of the hatch, and climbed up on it and looked around. I could see, I should judge, about seventy-five people either on other pieces of timber (parts of wreckage) or in the water and trying to make for two boats which I saw. Astride of one of these boats were two men who were cutting the tarpaulin away and one of them was my boy on the ship, and he yelled to me to come over to him.

He said, "Here is a boat; you are safer here"; but it was so rough I thought I was safer where I was; that the boat would capsize sooner than the piece of the hatch I was on. Shortly afterward I was attracted by the cries of a man—one of the cabin passengers—to help him, but at that time I could not, but eventually gave him some assistance in getting onto the raft.

When this boat I spoke of previously was ready and the tarpaulin was all off, about fifteen people at least climbed into it, and the last I saw of it it was riding on a very heavy swell and the people all standing up. I subsequently learned from one of the man-of-warsmen, who was in her, that she capsized, and he was the only survivor.

I was washed off the hatch twice but managed to get back as I secured a life-preserver, and I then saw the purser at some little distance away and I managed, by clearing some of the wreckage away and with the aid of a long piece of wood, to haul him toward me and onto the hatch. He had not been there five minutes when a wave came along and took us both off the hatch into the water. I managed to get back, but the purser could not. He yelled to me to help him but I told him I could not as he was too far away.

Shortly after that I was washed overboard for the fourth time from this hatch and was unable to get back but secured a smaller piece of the deck and stayed there drifting around until about 4 P. M., I should say, when I sighted the raft with the third mate, engineer's storekeeper and a Mexican whom they had taken onto their raft. They took me on and we endeavored to paddle in shore, as the third mate had sighted a boat which he thought we could get. We were unable to reach the boat, as darkness set in, and at that time we stopped making any endeavor to row. In the meantime we had secured another raft, and we placed this underneath our own so as to be more secure, as ours was sinking at the time. About 12 o'clock at night our raft upset, pitching us all into the water, but we managed to get back, and we passed the night holding on the best way we could and watching where we were going and wondering what was going to become of us.

In the morning, as soon as it was daybreak, we started to paddle again for the shore with some pieces of wood we had secured, but made no progress at all until we sighted a raft with a red flag. We tried to reach this, but could not, and were still paddling away desperately when the Mexican on the raft turned round and shouted, "El vapor!" We looked around and saw the San Juan about a mile and a quarter away. Fifteen or twenty minutes after that a boat came up and picked us up.

My storeroom was on the port side of the ship about amidships on the main deck. The door opened onto the deck itself. The water, after coming in in various quantities over the lintel of the door, eventually burst in over the door, and after that I heard the crash of the woodwork, and immediately the waters rushed right through the partition right into the room itself and lifted me out of the room into practically what was part of the engine-room, because when I came up on the water the clothes I had on—a pair of drawers and pajamas—were completely blackened, and so was my face. I must have gone down into the firemen's quarters below in some of the coal because I was just as black as I could be, my clothes and all.

I did not hear anything when the steamer left San Francisco about the stowage of the ship. This is my second trip on the Colima. She did not appear to act differently to me from my previous trip. I did not check her cargo. No one said she behaved badly at sea. The wind was very heavy after I got into the water, and a mist and a fog came down so that it was impossible to see more than fifteen feet ahead of you. The wind was so heavy that it would blow the wreckage out of the water and hurl it through the air, striking the people. At this time the wind increased in violence.

So far as my experience goes the Colima was well loaded.

I never experienced any heavy weather at this point before during the previous trip made.

The brown material I saw on the water was a brown foam. The only unusual thing about it was that I noticed it was that color. By the way—I forgot to mention it before—just the moment that the water poured in through the side of my room I heard the steam whistle blow.

I did not see or hear any explosion on board the ship after she began to list, nor did I hear any breakdown of the engine. The lumber was all forward of the pilot-house.

A. K. RICHARDSON, Storekeeper.

Subscribed and sworn to before me, this 6th day of June, 1895. GEORGE T. KNOX, Notary Public.

AVILES' SWORN STORY.

He Says the Wind Caused the Wreck and Not the Cargo.

The following is the sworn statement in part made by Raymond Aviles, engineer's storekeeper, in regard to the wreck of the Colima:

I went as a coal-passer, but the chief engineer put me in charge of the engineer's storeroom as storekeeper.

I attended to the engineer's storeroom when the ship left here and everything was all right from San Francisco to Manzanillo. After we left Manzanillo we had heavy sea but very little wind. At 10 o'clock at night I woke up and noticed there was a strong wind and that the engines had slowed down. Went down to work about 6 o'clock in the morning and stayed from 6 o'clock to a quarter of 11. I lost my breakfast because I had no time to come up and eat it. The ship was rolling so heavily that the tools in the storeroom all got adrift. The chief was up and down from the engine-room all the time. At a quarter of 11 all the engineers were on watch and he sent me up to have the coal-passers and firemen sent below. I came up on the steerage deck and found the water up to my knees. I called the chief engineer and told him I was afraid to go forward, and the chief came up and he was not scared at all, but said: "It's all right, you shut this door and the fireroom door and go forward through the fireroom ladder." I then went up through this passage and found six or seven fellows belonging to the engine-room force on the main deck. I told them the chief wanted them down below. The fellows said, "All right; we'll go down." Right then a heavy sea came along and lifted the ship over, and one side of the ship filled with water, the starboard side. Then I could not get below. I

IN Society women often feel the effect of too much gayety—balls, theatres, and teas in rapid succession find them worn out, or "run-down" by the end of the season. They suffer from nervousness, sleeplessness and irregularities. The smile and good spirits take flight. It is time to accept the help offered in Dr. Pierce's Favorite Prescription. It's a medicine which was discovered and used by a prominent physician for many years in all cases of "female complaint" and the nervous disorders which arise from it. The "Prescription" is a powerful uterine tonic and nervine, especially adapted to woman's delicate wants for it regulates and promotes all the natural functions, builds up, invigorates and *cures*.

Many women suffer from nervous prostration, or exhaustion, owing to congestion or to disorder of the special functions. The waste products should be quickly got rid of, the local source of irritation relieved and the system invigorated with the "Prescription." Do not take the so-called celery compounds, and nervines which only put the nerves to sleep, but get a lasting *cure* with Dr. Pierce's Favorite Prescription.

MRS. WILLIAM HOOVER, of *Bellville, Richland Co., O.*, writes: "I had been a great sufferer from 'female weakness;' I tried three doctors; they did me no good; I thought I was an invalid forever. But I heard of Dr. Pierce's Favorite Prescription, and then I wrote to him and he told me just how to take it. I took eight bottles. I could stand on my feet only a short time, and now I do all my work for my family of five."

MRS. HOOVER.