

AFTERMATH OF THE COLIMA WRECK.

ONLY EMPLOYES OF THE PACIFIC MAIL COMPANY TESTIFY TO THE CAUSES OF THE DISASTER.

THE FEDERAL INQUIRY.

Southern Pacific Attorneys Assist the United States Inspectors.

MR. BREWER THREATENS SUIT.

Witnesses Very Positive That the Colima Was Not Topheavy or Badly Loaded.

What may be called the aftermath of the Colima disaster began in this city yesterday. There was an official investigation commenced into the causes of the wreck...

Of course, the greater interest centered in the official investigation conducted by United States Inspector of Hulls Enoch S. Talbot and United States Inspector of Boilers William A. Phillips in one of the rooms of the Appraiser's building.

The Southern Pacific's law department was represented by Attorney J. E. Foulds. The Pacific Mail Steamship Company was especially represented by Ward McAllister Jr.

Five witnesses were examined—all of them employes of the Pacific Mail Company. Their testimony was all the same—all very hard on the sea and weather...

But the stranger was persistent. He smiled and returned to the charge. "I asked him if the canvas had been set," and his persistence finally compelled Mr. Hansen to answer that had the mainsail been spread reefed the ship would have been brought around out of the trough of the sea...

Both Inspector Talbot and Inspector Phillips hastily answered: "He says no canvas would have held in such a gale."

"I asked him if the canvas had been set," and his persistence finally compelled Mr. Hansen to answer that had the mainsail been spread reefed the ship would have been brought around out of the trough of the sea...

And when Witness Hansen was recalled Inspector Talbot put the question in this manner: "Was it possible to have set a sail and have it stand in such a gale?"

"No, sir," was the answer. On one stage of the inquiry Attorney McAllister, who had a scrapbook of Hansen's testimony made before the company's officials Thursday, suggested to Inspector Talbot that he should ask his questions from the scrapbook.

Inspector Phillips did not put the question. No such questions as that were put to any of the witnesses, though their opinions and conclusions were continually called for in such a manner as to show that the company and its officers were blameless.

When Raymond Aviles, the engineer's storekeeper, had testified that fifteen minutes before she went down the engineer had sent him on deck to order all hands below in the stokehold, it was suggested to Inspector Talbot to ask the witness for what purpose the men had been

ordered into the stokehold, but Inspector Talbot declined to put the question. Attorney Ward McAllister, who sat at the inspector's elbow, was not the one who suggested the question, nor was it suggested by the attorney from the law department of the Southern Pacific.

And it would have been a most pertinent question, for the witness had just inadvertently volunteered the information that the coal had not shifted any after or before the vessel listed to starboard. He had not been asked any such question. It came out quite innocently and was not dwelt upon, but the examination hastened along to another point.

Every witness testified positively and repeatedly that until at least five minutes before the vessel sank she had been in no danger. Of course there were discrepancies in the testimony—discrepancies that a cross-examining attorney or inspector might have made a great deal of. For instance, that testimony of Albert Carpenter, who said he cut the two horses loose and also the two large bullocks that were penned up on the deck. He cut them all adrift about fifteen minutes before the Colima sank. And, at the same time, he heard the quartermaster yelling for an ax. No

testify. We have heard about all the expert testimony we need, unless more should present itself in the meantime. We are holding the inquiry open for that purpose. We do not expect to summon anybody else."

"Well, no—not exactly. You see, we summoned Hansen. He brought the others along with him," said Inspector Talbot. "But they are all employes of the Pacific Mail Company. Isn't it the custom to hear both sides of the story?"

"Oh, these men are experts. We shall summon no others," and the inspector spoke as though he desired the interview to come to an end. He turned to speak to Attorney McAllister.

The six expert witnesses who were not examined yesterday, and who probably never will be examined, are: George D. Ross, boatswain's mate, U. S. N.; Louis Zangare, seaman, U. S. N.; and the four Mexican seamen who had been in the service of the Pacific Mail Company, and were returning on the Colima to their homes at Panama—Juan Antonio Ramos, Jose Antonio Morel, Bruno Cedio and Antonio Saliz.

All of these six—who were, perhaps, in positions to know as much about the cause of the wreck as any of those who testified yesterday—have made positive statements that directly contradicted most of the statements made yesterday by the employes of the Pacific Mail Company.

one asked why the quartermaster asked for an ax, though in the next sentence Witness Carpenter was very certain that the ship was in no danger until three minutes before she sank.

And there is the testimony of Thomas Fries, seaman, who said he rushed to lifeboat 3 and began cutting off its canvas covering, at which Mr. Langhorne, the second officer, ran up and called upon Fries to give him the knife. All this was fifteen minutes before the Colima gave her last list to starboard, and while there was, according to the testimony of all the witnesses, the most perfect order prevailing among the crew and officers.

Mr. Carpenter was asked what he and the second officer wanted of a lifeboat when no one considered that the vessel was in the least danger.

Was it the witness, Carpenter, or Fries who testified, most inadvertently and unexpectedly: "Yes, there was plenty of time to have saved the people—to have gotten them into the boats and put off before she went down. Some did get into the boats, but they did not know how to manage them and were swamped in the sea?"

But this was not the kind of testimony that was wanted, and before the long-hand official reporter could get the words down they were contradicted flatly by the cleverness of the questioner, who finally brought the witness to admit, in general terms, that everything possible was done to save human life. And when the long-hand report of the witness' testimony was read to him before he signed it those words of his about there being plenty of time to have saved the people were omitted from it.

It was Witness Carpenter who testified—"We were working to save the ship, not—then another question stopped him before he completed the sentence. And when Witness Hansen was recalled Inspector Talbot put the question in this manner: "Was it possible to have set a sail and have it stand in such a gale?"

"No, sir," was the answer. On one stage of the inquiry Attorney McAllister, who had a scrapbook of Hansen's testimony made before the company's officials Thursday, suggested to Inspector Talbot that he should ask his questions from the scrapbook. But Inspector Talbot refused to do this.

- J. W. Crew, seaman, U. S. N.
Louis Zangare, seaman, U. S. N.
Antonio Saliz, Mexican seaman, residence Panama.
Bruno Cedio, Mexican seaman, residence Panama.
Jose Antonio Morel, Mexican seaman, residence Panama.
Juan Antonio Ramos, Mexican seaman, residence Panama.
Thomas Fries, seaman, Colima, residence San Francisco.
A. Carpenter, seaman, Colima, residence San Francisco.
C. H. Cushing Jr., cabin, residence Oakland.
J. H. Sutherland, cabin, residence Seattle.
Harry W. Boyd, cabin, residence Birmingham, England.
T. J. Oriol, cabin, residence Stockton.
George D. Ross, boatswain's mate, U. S. N.



INSPECTOR PHILLIPS. WITNESS HANSEN. INSPECTOR TALBOT. THIRD MATE OLE HANSEN TESTIFYING BEFORE THE FEDERAL INSPECTORS.

The two seamen now at the navy-yard—men of long experience in the United States navy—declared Thursday, openly and emphatically, that the Colima was top-heavy by reason of the deckload of lumber, and that at least a part of her cargo must have shifted when she listed. It was Hansen's testimony that the deckload of lumber had no effect upon the ship at all, and that even after it was cut away, just as the ship was sinking, the cargo of lumber did not move two inches—though the vessel lay on her beam ends and her spars in the water—but was lifted off bodily as the Colima went down.

Ross and Zangare say about in every direction after their lashings were cut, and several minutes before the vessel went down. And three of the Mexican sailors whose statements were published in the CALL yesterday are very positive on the same point. And the Mexican seamen also declare that the Colima was topheavy by the reason of the deckload of lumber. But none of these are employes of the Pacific Mail Steamship Company. And a correlative, if not a significant, fact is that their testimony is not wanted.

Mr. Oriol and Captain Long's accusations against Captain Pitts were not gone into at the Colima brought into port yesterday by the San Juan, is in urgent need of medical treatment, but says that he has no money to pay a doctor. Twice yesterday he attempted to see the Pacific Mail people and obtain from them a guarantee that the services of a physician in his behalf would be paid for, but in both attempts he failed to get any satisfaction.

Rowan asserts, and his assertion is corroborated by others who came up on the San Juan with him, that his condition is due to a large extent to the neglect and brutal treatment of Dr. Robertson of the San Juan, who refused to attend to his wounds after he was picked up from his twenty-nine hours' cruise on a piece of wreckage. According to Rowan's statement he was put down in the stowage after being rescued, and refused not only medical treatment, but milk, of which his stomach burned out by salt water was just at that particular time in sore need.

He charges Dr. Robertson with being intoxicated and sending a sailor who was also intoxicated to stitch up his lacerated scalp with a rusty needle. This he refused to submit to, and for the remainder of the voyage received no care at all, arriving in San Francisco not only destitute but suffering severely from the injuries he received in his battle with the elements. Quite naturally he thinks that the company should do something for him, and

he will make another attempt to see Schwernin this morning. His wounds are the best evidence of what he has to say relative to the neglect of Dr. Robertson. His body is covered from head to foot with severe bruises, for which nothing of a healing nature has ever been applied. No examination has been made of his broken ribs, and internal injuries from which he suffers constant and acute pain have not been prescribed for. No stitches have been taken in his wounds, and the wound refuses to heal. Four hundred and eighty dollars—all the money he had in the world—his clothing, and what he valued most, his precious violin, on which he played for the great Ysaye, went down in the wreck. Rowan was a musician of high standing and great promise. He was educated at the Conservatory of Ghent, and has had engagements in all of the great musical



GUSTAVE ROWAN TELLS OF HIS EXPERIENCE ON THE STEAMER SAN JUAN. Gustave Rowan, one of the survivors of the Colima wreck.

centers of Europe. About a year ago he came to this country, and in September secured an engagement of six months with Schick's orchestra in this city. During Ysaye's sojourn in San Francisco the great violinist heard Rowan play at a symphony concert, and after the entertainment sent for him to come to his hotel. Rowan accepted the invitation, and the acquaintance thus established soon ripened into close friendship.

Ysaye promised to get him an engagement in New York and arrangements were soon completed with Damrosch, who opens with his orchestra in symphony concerts at the Metropolitan Opera-house in July. It was to keep this engagement that Rowan took passage on the Colima for New York. When asked for further particulars of the disaster yesterday Rowan begged to be allowed to write a statement, to be published over his own signature. His statement is as follows:

Editor of the Call: As your paper seems to be the only one that dares to publish what the crew who were picked up from the Colima, I want to make a statement now if you will allow me to do so. You can find out what I say is true if you will see the other men picked up. Some of them will not dare to tell the truth, as they have been promised money to keep their mouths shut.

The Colima was lost because she was badly handled by officers without capacity and had men when she was struck. When I saw that the ship was going to sink I went after the life-preservers and commenced to give them out to passengers. The steward told me to let them alone, and ordered me forward. I was saved because I got a life-preserver, and if the others had been allowed to get them, too, many would have been saved with me. The passengers were kept penned up till the last moment and then made to go down in the ocean like a pack of dogs.

If some of the passengers had killed the steward, who kept them from getting safety, it would have been a mercy to the others. In spite of what he told me, I kept on giving out life-preservers, and by this saved some of the people from death. We were badly treated on the San Juan. My wounds were not attended to. When I was picked up, after twenty-nine hours on the ocean, with my ribs broken, a big gash on top of my head and bleeding from wounds all over my body, I was put down in the stowage instead of the hospital. I was so weak that I could not take a single step to save my life, or even sit up.

After four hours Dr. Robertson came to see me. He looked at my head, which was covered with clotted blood, but did not look at my other wounds. He went away and sent a sailor to stitch up my scalp. This man had a rusty needle, so I would not let him operate on me. The doctor did not offer to do anything for me after this, though I told him that I needed food that would give me strength, and bandages for my bruised body.

The next day I was worse and they put me in the hospital, but the doctor did nothing to make me better. I was burned up inside from the sea water and begged him for a glass of milk, but he would not give me any. He got milk and gave much to first-class passengers, who were not picked up from the Colima, and who did not need it. I was injured internally and suffered greatly. I also asked for medical treatment, but he refused to attend to my condition. Others were treated in the same way. He was a man who cared for his own pocket, and not for the lives of his passengers. I know that I was treated in a brutal way, and that I shall be many months in getting well.

All my money, \$485 in cash, my clothes and my violin, a big case of Japanese china, value \$500, which was bought for presents to my family in Europe, and my violin, for which I have been offered \$400, were lost. I have no money now. He was in an awful condition. Mr. Oriol and Mr. Boyd will testify that what I have written in my statement is the truth. It is all true, so help me God. Ysaye, who knows me well and who got me an engagement to play in the Damrosch concert in New York, will say that I am not the man to make a false statement. I sign myself, Gustave Rowan.

Very yours truly, Gustave Rowan.

That portion of Rowan's statement relating to his treatment on board the San Juan is corroborated by Arthur Leseur, a sailor on the San Juan, who was disabled with a broken shoulder at the time the Colima was wrecked. The Colima was picked up by the home-bound steamer, Leseur is a Frenchman and lives at the Hotel de France. He has made three trips in the San Juan as able seaman, and was formerly on the Colima. He corroborates the statement of Rowan, which was read to him, he said.

"It is true," Rowan said, and some of the others were treated like dogs. I heard him beg for a glass of milk, and heard the doctor refuse him, saying that he had no milk for stowage passengers. The reason why Dr. Robertson did not attend to his wounds is easily explained.

"Robertson was intoxicated most of his time on the way up. He did not attend to his own ship's crew. I suffered fearfully by reason of his neglect of my shoulder. I have seen him drunk for three days at a time, and unable to attend to anything. He would not attend to the people who were picked up from the Colima, and I want to go back when I am able. Rowan begged the doctor to do something for his wounds, and also asked for nourishing food, but was refused. He was in an awful condition when taken on board, and had to be carried from the stowage to the hospital. They put him in the stowage first. I was in the hospital when an attendant came up and said that the doctor had refused to attend to him, and that the Frenchman was going to die."

"All right," answered the doctor, "then bring him up here." At this time Rowan had been a whole day in the stowage without so much as an examination of his injuries. In the hospital he fared not much better. Robertson devoted himself to the bottle most of the

time and gave over his work to sailors and attendants who knew nothing about caring for sick people.

It has been begun by the Government Inspectors of Hulls and Boilers. The official inquiry into the loss of the Pacific Mail Company's steamer Colima was begun by United States Inspector of Hulls Enoch S. Talbot and Inspector of Boilers William A. Phillips yesterday afternoon. The steamship company was represented by Ward McAllister Jr. and J. E. Foulds of the Southern Pacific law department, and R. P. Schwernin, general manager, and Alexander Center, general agent of the corporation, were there also and watched the rescued members of the crew as they testified. On one occasion both Attorney McAllister and General Manager Schwernin were attempting to help out Third Mate Hansen by putting answers into his mouth, when Inspector Talbot interfered and said that any questions put to the witness would have to be put through the chair.

The witnesses examined were: Arthur K. Richardson, storekeeper of the lost steamer; Ole Hansen, third officer; Albert Carpenter, seaman; Thomas Grace, seaman, and Raymond Aviles, engineer's storekeeper. Arthur K. Richardson was the first witness, and he testified as follows: "We left San Francisco on May 18, and arrived at Manzanillo on Sunday, May 26. We took on what cargo was ready, and sailed about 4 o'clock the same afternoon.

"Shortly after sailing ran into a sea covered with brown foam. I was told that indications were that a great storm had taken place or was about to. At this time the water was not rough. It was as smooth as I am able to state, until about 5 p. m. in the morning that the gale began to get up. At 7:30 a. m. the porter came to my room and said that a sea had broken into the captain's room and had carried away some of his effects, and that he wanted a new lamp shade, which I got for him.

"At this time waves were continually coming over the port side amidships, and I had considerable difficulty in getting in my room owing to the wind and water. Some little time after this the waves began to come in over the lintel of my door, but the water ran out underneath the doors. Then a large wave came over the top and nearly killed me up through the hole in the roof of my room, and I found myself on top of a big wave in a moment. At this time no vestige of the Colima was in sight except an enormous amount of wreckage of different sizes and description.

"I swam to a large piece of lumber near me. It turned out to be a hatch. I stayed there until the hurricane was nearly over, when I was thrown off and was unable to get back. I secured another piece of wreckage, and floated on it until I met the raft with the third mate, the engineers, storekeeper and a Mexican on it. We endeavored to paddle toward land, as the tide was taking us on shore. We made very little progress, and as soon as it was dark we stopped making any effort. We spent the night holding on to the raft and guarding ourselves from the force of the waves and floating wreckage as best we could.

"Next morning at sunrise we commenced rowing again, and did not stop until the Mexican turned around and yelled 'the steamer.' We then looked and saw the San Juan about a mile and a half away from us. "They launched a boat and picked us up, and then went to search for others whom they saw in the immediate neighborhood. Then they returned to the San Juan, and we were given the best attention, both medical and otherwise, possible. The doctor gave me his room, and I spent the time in bed until the morning of our arrival in San Francisco. I was taken to the Miller Griffith and taken to the company's office in a hack."

Inspector Phillips asked: "Have you ever been in any other position than that of a seaman?" Yes, as watchman on the City of Sydney last summer. No, sir. Now, about the sea-going qualities of the Colima, can you give me any idea? No, sir. To what did she owe her condition. Leaving San Francisco and going over the bar she acted well. Now, about the previous voyage? It was the same, except that she went faster. Do you know anything about the way the cargo was stowed? Little on this trip, but what I saw was stowed compactly. Did it fetch away at all? I don't know. Was any effort to save the passengers made? I don't know. I could not see. I was in my room. How many boats were on the Colima, do you know? I believe there were seven. The exact number I cannot state. Do you know if the boats were swung out? No, sir; not from my own personal knowledge. Did you hear that the cargo had fetched away on board ship? Yes, sir; remarks made. Do you know where the cargo was situated that fetched away? Did you hear anything said about the steering gear giving way? No, sir. Do you know who was in charge of the deck from 8 in the morning until the time the ship went down? The captain was on the bridge, but it was the third mate's watch. You have no personal knowledge of what was going on on deck? Not the slightest. Inspector Phillips asked: From the time you got out of your room until the ship went down, how long was it? About a minute. Did you hear any orders given? I heard no orders. Do you hear an explosion? No, sir. Did you see any steam escaping? No, sir. If there had been I would have seen it, as I was next to the engine-room. Did you hear any remarks from officers as to machinery not working well? Not in my hearing. When the testimony was read over to the witness he said: "In regard to the cargo shifting I want to state that the remark was made by the people on the San Juan afterward."

"Hard enough to pick up pieces of wreckage as large as the floor of this room (about 17x24 feet) out of the water and whirl it around in the air." "You are capable of judging whether the ship was well handled?" "I was not in a position to know. I was in my room all the time." "Die Hansen, third officer of the Colima, was the next witness. The following statement which he filed with the inspectors earlier in the day was read to him: "I was on the Colima on May 18, 1895; had fair weather to Manzanillo, at which port port mentioned at 4 p. m. same day with fair weather and calm; heavy southeast wind at 7 p. m. when the vessel increased with strong east-south-east wind and heavy sea, with wind direction, also heavy rain squalls came on night, Monday, May 27, at about 6 a. m., wind from the east, and heavy rain squalls came on board and continued to rain and wind squalls, and sea continued to increase. A sea wave of our three starboard lifeboats, about 10:45 a. m. ship listed over to starboard and remained in that position about two minutes, when she capsized and commenced sinking stern first and sank out of sight in three to five minutes.

When placed on the stand he said: "We arrived at Manzanillo about 11:30 a. m. on the 26th of May, and discharged our freight and took in about six tons of stuff there was waiting us. We sailed at 4 p. m. and had fair weather, except a heavy swell at time we left. At 6 p. m. a strong east-south-east wind sprang up and the southeast swell increased. During all of that night very heavy rain squalls came up at intervals until about 6 a. m. on the 27th, when the wind increased to a heavy gale and hurricane. The ship was hoisted. She answered her helm and we were hoisted to until about 9 a. m. "Shortly after 9 o'clock she fell off into the trough of the sea, but came to again at times until 10 o'clock. Shortly after 9 a. m. the captain sent down for the chief and the mate and told the former to give her more steam and to keep her head to the sea steady. We kept her that way until 10 o'clock, when she fell off to south by west and wouldn't come head to the sea again.

"At 10:15 a. m. she gave a heavy roll to starboard and the starboard lifeboat was washed off the hurricane deck. She righted up again until 10:45, when she gave another heavy list to starboard and filled her main deck with her masts in the water. Before she had time to recover another heavy sea came along and shifted her over more. We got another heavy swell—three of them in succession—and she listed on her beam-ends with her masts in the water. From the time she gave that heavy lurch until she sank was five or six minutes." Inspector Talbot asked: How long have you been going to sea? Hansen—Thirteen years last April. What was your position on a sailing ship and the rest of the time on steamers. Hansen—Seven years as sailor on a sailing ship and the rest of the time on steamers. How long before the Colima when the storm came up? From 8 in the morning I was in charge of the bridge. About body with you? No, sir. The captain was in the pilot-house all the morning, however. Who was really in charge of the deck, then? The captain was really in charge of the deck, then? Yes, sir, he was on deck. Did you see any body between 8 a. m. and the time the ship sank? Yes, sir, from E. by S. to S. E.; it was veering all the time. It would blow from five to ten minutes in one direction and then change around two or three points. Would that throw her off into the trough of the sea with her masts in the water? Yes, sir. It would throw her off into the trough of the sea. About what time did the gale get so heavy that you have the ship to? About 6 o'clock the morning of the 27th. What course were you steering at time you have to? At the time I left the bridge, at 4 a. m., we were steering east-south-east; when I came up at 8 a. m. we were heading her into the sea or southeast. How long before the ship went down did you think she wouldn't live? About two or three minutes. What was the boats cleared away ready for lowering? They were in the davits. Were they sprung out about 8 a. m. and the time the ship sank? No, sir. The weather boats we couldn't get out and the other ones were swept away. How bad was the sea? Can you give us any idea? I saw big pieces of wreckage about six feet square picked up and hurled ten to fifteen feet into the air with about a twenty-ton force. You think it was impossible to get boats out and people into them? It was impossible, sir. Now, in regard to discipline aboard the ship, was it good? As far as I could see it was very good. There was no insubordination or refusal to do duty. Did you hear any orders given to the engineer? Yes, sir; shortly after 9 a. m. What were they? The captain sent for the engineer and told him to give him more steam. Did you hear any orders to the chief officer? I saw the captain give chief and second orders, but did not hear what was said. Did you hear them express any opinion in regard to the chances of the ship? No, sir. Was your opinion in regard to the way the ship was handled? I think she was handled as good as any man could handle her. How long were you with Captain Taylor? Sixteen months when I was quartermaster of the City of Sydney, part of which time he was mate. Did you have any chance to read the barometer? Yes, sir. It stood at 29.80 at 3:30 a. m. The second officer read it at 7:30 and it was still the same. At 8 o'clock it was 29.75. Any trouble with steering gear? No, sir. In going out of San Francisco did the ship show that she was tender? No, sir. How was she leaving Manzanillo—was she crank? She acted very nicely. She didn't roll any, but pitched a good deal, owing to the swell. We discharged some cargo going down, but took about a ton amount. Did you have any personal knowledge of how the cargo was stowed? As good as it possibly could be, and checked off properly so she could not shift any. The lower hold was full. How was the cargo stowed? It was full, and so was the forward freight deck. What kind of goods in the lower hold? Part of it was flour. What was in lower 'tween decks? Flour and forward was potatoes and merchandise. Was there any freight on the upper deck? Yes, sir. Lumber on the hurricane deck. About how many lifeboats? Did that fetch away? No, sir. Not until the lashings were cut away. Inspector Phillips—When was that? About three or four minutes before she went down. Was there any ballast put in her? No, sir. It was taken out before she left San Francisco. There was, if I remember right, about 150 tons left in the stern of her in the lower hold. Do you know if all lower ports and dead-light windows were closed during the night before she went down? Yes, sir; because I heard the captain order them closed at 12 o'clock the night before she went down. Who did she give the orders to? The steward and night watch; and he went around afterward to see that the order had been carried out. Was it possible for any passenger to open their own again? No, sir. What is your opinion in regard to the loss of the ship? It was due to heavy weather, a strong wind and heavy sea and swell. Do you know if the Colima ever showed signs of weakness? No, sir. Did you ever see a loose rivet anywhere about the ship? No, sir. In my opinion the Colima was a very strong ship or she could not have stood as long as she did. Did you see any other cargo on deck except the lumber? Yes, a small wagon taken on at Mazatlan. Was there any explosion? Yes; there was something like as if a pipe had burst. Might it have been the weight being thrown off the side, as I was next to the engine-room? Yes, it might have been. Did the captain order speed increased during the night? Yes, sir. Was the speed increased? Did you hear any of the engineers or firemen

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"I swam to a large piece of lumber near me. It turned out to be a hatch. I stayed there until the hurricane was nearly over, when I was thrown off and was unable to get back. I secured another piece of wreckage, and floated on it until I met the raft with the third mate, the engineers, storekeeper and a Mexican on it. We endeavored to paddle toward land, as the tide was taking us on shore. We made very little progress, and as soon as it was dark we stopped making any effort. We spent the night holding on to the raft and guarding ourselves from the force of the waves and floating wreckage as best we could.

"Next morning at sunrise we commenced rowing again, and did not stop until the Mexican turned around and yelled 'the steamer.' We then looked and saw the San Juan about a mile and a half away from us. "They launched a boat and picked us up, and then went to search for others whom they saw in the immediate neighborhood. Then they returned to the San Juan, and we were given the best attention, both medical and otherwise, possible. The doctor gave me his room, and I spent the time in bed until the morning of our arrival in San Francisco. I was taken to the Miller Griffith and taken to the company's office in a hack."

Inspector Phillips asked: "Have you ever been in any other position than that of a seaman?" Yes, as watchman on the City of Sydney last summer. No, sir. Now, about the sea-going qualities of the Colima, can you give me any idea? No, sir. To what did she owe her condition. Leaving San Francisco and going over the bar she acted well. Now, about the previous voyage? It was the same, except that she went faster. Do you know anything about the way the cargo was stowed? Little on this trip, but what I saw was stowed compactly. Did it fetch away at all? I don't know. Was any effort to save the passengers made? I don't know. I could not see. I was in my room. How many boats were on the Colima, do you know? I believe there were seven. The exact number I cannot state. Do you know if the boats were swung out? No, sir; not from my own personal knowledge. Did you hear that the cargo had fetched away on board ship? Yes, sir; remarks made. Do you know where the cargo was situated that fetched away? Did you hear anything said about the steering gear giving way? No, sir. Do you know who was in charge of the deck from 8 in the morning until the time the ship went down? The captain was on the bridge, but it was the third mate's watch. You have no personal knowledge of what was going on on deck? Not the slightest. Inspector Phillips asked: From the time you got out of your room until the ship went down, how long was it? About a minute. Did you hear any orders given? I heard no orders. Do you hear an explosion? No, sir. Did you see any steam escaping? No, sir. If there had been I would have seen it, as I was next to the engine-room. Did you hear any remarks from officers as to machinery not working well? Not in my hearing. When the testimony was read over to the witness he said: "In regard to the cargo shifting I want to state that the remark was made by the people on the San Juan afterward."

"Hard enough to pick up pieces of wreckage as large as the floor of this room (about 17x24 feet) out of the water and whirl it around in the air." "You are capable of judging whether the ship was well handled?" "I was not in a position to know. I was in my room all the time." "Die Hansen, third officer of the Colima, was the next witness. The following statement which he filed with the inspectors earlier in the day was read to him: "I was on the Colima on May 18, 1895; had fair weather to Manzanillo, at which port port mentioned at 4 p. m. same day with fair weather and calm; heavy southeast wind at 7 p. m. when the vessel increased with strong east-south-east wind and heavy sea, with wind direction, also heavy rain squalls came on night, Monday, May 27, at about 6 a. m., wind from the east, and heavy rain squalls came on board and continued to rain and wind squalls, and sea continued to increase. A sea wave of our three starboard lifeboats, about 10:45 a. m. ship listed over to starboard and remained in that position about two minutes, when she capsized and commenced sinking stern first and sank out of sight in three to five minutes.

When placed on the stand he said: "We arrived at Manzanillo about 11:30 a. m. on the 26th of May, and discharged our freight and took in about six tons of stuff there was waiting us. We sailed at 4 p. m. and had fair weather, except a heavy swell at time we left. At 6 p. m. a strong east-south-east wind sprang up and the southeast swell increased. During all of that night very heavy rain squalls came up at intervals until about 6 a. m. on the 27th, when the wind increased to a heavy gale and hurricane. The ship was hoisted. She answered her helm and we were hoisted to until about 9 a. m. "Shortly after 9 o'clock she fell off into the trough of the sea, but came to again at times until 10 o'clock. Shortly after 9 a. m. the captain sent down for the chief and the mate and told the former to give her more steam and to keep her head to the sea steady. We kept her that way until 10 o'clock, when she fell off to south by west and wouldn't come head to the sea again.

"At 10:15 a. m. she gave a heavy roll to starboard and the starboard lifeboat was washed off the hurricane deck. She righted up again until 10:45, when she gave another heavy list to starboard and filled her main deck with her masts in the water. Before she had time to recover another heavy sea came along and shifted her over more. We got another heavy swell—three of them in succession—and she listed on her beam-ends with her masts in the water. From the time she gave that heavy lurch until she sank was five or six minutes." Inspector Talbot asked: How long have you been going to sea? Hansen—Thirteen years last April. What was your position on a sailing ship and the rest of the time on steamers. Hansen—Seven years as sailor on a sailing ship and the rest of the time on steamers. How long before the Colima when the storm came up? From 8 in the morning I was in charge of the bridge. About body with you? No, sir. The captain was in the pilot-house all the morning, however. Who was really in charge of the deck, then? The captain was really in charge of the deck, then? Yes, sir, he was on deck. Did you see any body between 8 a. m. and the time the ship sank? Yes, sir, from E. by S. to S. E.; it was veering all the time. It would blow from five to ten minutes in one direction and then change around two or three points. Would that throw her off into the trough of the sea with her masts in the water? Yes, sir. It would throw her off into the trough of the sea. About what time did the gale get so heavy that you have the ship to? About 6 o'clock the morning of the 27th. What course were you steering at time you have to? At the time I left the bridge, at 4 a. m., we were steering east-south-east; when I came up at 8 a. m. we were heading her into the sea or southeast. How long before the ship went down did you think she wouldn't live? About two or three minutes. What was the boats cleared away ready for lowering? They were in the davits. Were they sprung out about 8 a. m. and the time the ship sank? No, sir. The weather boats we couldn't get out and the other ones were swept away. How bad was the sea? Can you give us any idea? I saw big pieces of wreckage about six feet square picked up and hurled ten to fifteen feet into the air with about a twenty-ton force. You think it was impossible to get boats out and people into them? It was impossible, sir. Now, in regard to discipline aboard the ship, was it good? As far as I could see it was very good. There was no insubordination or refusal to do duty. Did you hear any orders given to the engineer? Yes, sir; shortly after 9 a. m. What were they? The captain sent for the engineer and told him to give him more steam. Did you hear any orders to the chief officer? I saw the captain give chief and second orders, but did not hear what was said. Did you hear them express any opinion in regard to the chances of the ship? No, sir. Was your opinion in regard to the way the ship was handled? I think she was handled as good as any man could handle her. How long were you with Captain Taylor? Sixteen months when I was quartermaster of the City of Sydney, part of which time he was mate. Did you have any chance to read the barometer? Yes, sir. It stood at 29.80 at 3:30 a. m. The second officer read it at 7:30 and it was still the same. At 8 o'clock it was 29.75. Any trouble with