

Ole Hansen Renounced.

The Sworn Statement of the Colima's Third Mate Branded as False.

SAILORS BLAME THE CAPTAIN.

Boiler Inspector Phillips Smarts Under a Criticism and Calls for Proof.

There was quite a little scene in the rooms of the Inspectors of Hulls and Boilers yesterday before the Colima and Phillips was taken up. Inspector of Boilers Phillips was angry and he showed it. After the first witness had been sworn he arose and said:

"Before this inquiry begins I would like to say a few words in relation to some of these gentlemen here who report for the public press. "I see by the Chronicle that that paper assails me and insinuates that I am not disposed to get at the bottom facts of this case, or rather that I am disposed to work in the interests of the Pacific Mail.

"Whoever wrote this article, or whoever instigated the writing of it, has done an injury to me that he cannot repair. These insinuations or innuendoes that he has thrown out will not be passed by slightly. My character is worth more to me than life. It is the only thing that I have to depend upon, and I do not propose to have it assailed in this manner. The article I refer to is this:

Ward McAllister is attending to the inquiry as attorney for the Pacific Mail Steamship Company. He refrains from asking questions, however, Inspector Phillips displays noticeable anxiety to get on record all the facts possible.

"Now that sentence is true as far as it reads that I try to get all the facts possible on record, but the balance of this sentence, which can put the company in a better light, is false and I deny it, and I dare him to prove it.

"That is all that I have to say about the

do; that is, securely with covers on and laced down. The falls were unhooked and all the men stepped into the davit. A very poor condition to have boats in going to sea, sir.

"I noticed from the statement of this Ole Hansen, third mate, that the boats were in a proper condition for lowering, which I say is not true. Any man who would stand up on his oath and swear to a tissue of lies the same as that man has for the sake of a position in the Pacific Mail Steamship Company has no business to be there.

Was the ship properly handled? I don't consider the ship was properly handled. No effort was made to save the ship. If there had been canvas it could have been set. There are ways and means of setting sail in any weather. I think the captain and his officers were incompetent. As an old sailor I say positively that sail could have been set on that ship.

Was not the jib set, and did it not blow out of the bolt ropes? No, sir.

Robert Forsythe, chief engineer of the Union Iron Works, was the next witness. He testified as follows:

I superintend the repairing of ships at the Union Iron Works. About 1887 the Colima had new boilers put in, and other repairs were made. While the boilers were being repaired under them was almost entirely repaired. Was the cement cleared out?

Yes, sir, and replaced, and the steaming machinery got a general overhauling and a great deal of the piping was renewed. The decks were repaired and some alterations on the deckhouses were made. When these were completed she was equal to a new vessel. A vessel needs continual repairs, however, but the Colima was good for fifteen years.

How thick was the cement in the bottom of the ship? As a general rule it was about 4 1/2 inches up to the angle iron frames and carried out in the

which he did. I hauled myself up to the weather rail. I sat on it ten or fifteen seconds looking up at the hurricane deck, and saw the captain and first mate on the bridge clinging to the railing. I saw the captain make a motion to the whistle lanyard, and he gave three blasts—two full blasts and the third was very indistinct. With that I jumped overboard, I reached a lifeboat and a negro cook and I righted her and cut away the cover. Just then a sea struck her and filled her with water. I told the negro to get the bucket under the thwart and bail out the water. We picked up another cabin passenger. He was very sick and almost gone. We got a steering-oar and I got another oar out and began to pull clear of the wreckage.

We kept picking men up until we had seven or eight with ourselves, and managing to get out a couple of more oars we got clear of the wreckage. We saw the third mate and several others on some wreckage and started to drift down to them. When we got within twenty yards of them a heavy sea struck us and we were whirled away. I tried again and the same thing happened. We changed our plans and pulled away, intending to run alongside, and got within 200 yards of him when we heard some one call out, "My God, there comes another squall!" We didn't know anything until the boat was bottom up and we were all in the water. Our boat kept rolling over and over and hailstones as big as your fingernails peppered us. I saw I couldn't stand it so I made for a piece of wreckage. I reached it, and I believe I was the only one saved in that crowd.

When the squall first struck us it took the boat right out of the water. A cross sea was running and we couldn't do anything with her. I caught a piece of scantling which helped me to get a long breath. Then I got a redwood board and got it under my feet. That renewed my strength, and I let it go and struck out again and reached the skylight. I got up on it and lay there. About every five seconds I'd be swept off the skylight and have to swim back to it. Then the squall began to spend itself, and I found I had Mr. Cushing of Oakland on the raft with me. It quieted down a little as it came up, so we floated there until

submerged as a witness. Captain Talbot said he would be in attendance on Monday.

TO SUE THE MAIL COMPANY.

Relatives of Shipwrecked Passenger Will Claim Damages.

A test case will be made in the next few days against the Pacific Mail Steamship Company to determine its liability in the wreck of the Colima.

Charles Thornton, Mrs. T. Gray and Henry Struckman, residents of this city, had relatives aboard the vessel, all of whom were drowned, and they propose to recover damages if possible for their losses. They will file complaints in the United States Circuit Court through their attorney, L. E. Phillips, to-day for \$50,000 damages in each case.

The complaints in each case are similar, and allege that the cargo in the Colima was improperly stowed, and allowed to shift with the rolling of the steamer, and that no attempt was made to stop its action. Also that when the Colima left this city she was in a topgallant condition from the water on the stove on the hurricane deck; that upon leaving this port the vessel was in immediate danger of foundering on account of the cargo being so unevenly stowed.

The complaints further allege that on stopping at way ports prior to the vessel's loss a large amount of cargo was removed from the hold and was not replaced in a number of instances, what little that was taken on board being negligently stowed and allowed to shift at will; and that never at any time was there any effort made to remove the deckload of lumber or to replace the coal consumed upon the trip, which lightened the vessel considerably on her keel and made disaster inevitable.

Another clause in the complaint alleges that, when the storm was at its highest, no attempt was made to pacify the passengers, who were then in the most impending danger until the three blasts of the steamer's whistle, and that that action was only five minutes before the vessel went down, being consequently too late for passengers to save themselves.

It is further alleged that no one was allowed to procure a life-preserver and that when assistance from the ship's officers was requested it was not granted, while very large tracts of land in Merced County, and in no way affect the generous character of the offer.

Should the other decide to make clear gifts of rights of way the Crocker-Huffman lands, which own immense tracts of land in Merced County, has decided to donate to the San Joaquin Valley Railway rights of way through its property, thereby enabling the railway to enter the thriving town of Merced.

Colonel Charles F. Crocker, who returned from a trip round the world last week, was the man who proposed that these valuable concessions be given the Valley road. No sooner was the proposition made than George Crocker, in the same liberal spirit, seconded it and the company directors adopted the motion unanimously.

The Merced Board of Trade was notified by letter yesterday that a resolution agreeing to do exactly as other land owners around Merced had done in regard to rights of way for the Valley road had been adopted by the Crocker-Huffman Company.

These lands will be granted of course under certain conditions only, which, however, have all the appearance of fairness, and in no way affect the generous character of the offer.

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CROCKERS HELP THE ROAD

They Will Give Rights of Way Through Their Land in Merced.

A LIBERAL OFFER IS MADE.

It Practically Decides That the Valley Railway Will Enter That City.

The Crocker-Huffman Land and Water Company, which owns immense tracts of land in Merced County, has decided to donate to the San Joaquin Valley Railway rights of way through its property, thereby enabling the railway to enter the thriving town of Merced.

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O'BRIEN WAS WARLIKE.

Judge Campbell's Clerk Causes a Sensation in His Court.

He Makes an Assault on a Reporter and Stops Several Hard Punches.

Thomas B. O'Brien, clerk of Police Court 1, narrowly escaped a fine for contempt of court at the hands of Judge Campbell yesterday. As it was he got decidedly the worst of it in an assault upon L. L. Levings, a reporter for a morning paper, and will, in all probability, be called upon to explain his actions to the court this morning.

It all happened during the height of a trial about 3 o'clock in the afternoon. O'Brien was sitting at the desk in the court room, when Levings walked in and took up a position near the railing around the clerk's desk. He had been there but a few moments when O'Brien caught sight of him and immediately gave vent to his surcharged feelings.

Court, counsel, stenographer and witnesses all dropped the case in hand to listen to the uncompromising remarks O'Brien insisted on pouring out on the head of Levings. The court was simply held up by the outbreak, and only recovered from his surprise when the object of O'Brien's wrath asked permission to express himself.

"Let up, Tom," expostulated his Honor, "don't you see you're making a fool of the court."

And O'Brien turned to his desk mumbling, only to break out in a few moments with a loudly voiced desire to punch Levings' nose.

"If you fellows have anything to settle go outside and do it," exclaimed his Honor. "This is no place for it."

O'Brien bottled his wrath at this and made a dash for the door. He went to the court to give some attention to the case in hand. It became perfectly calm, but it proved only to be that calm which precedes a storm. Ten minutes later O'Brien returned to his desk and the court room to find Levings' face before him.

There was a rush to close the door between the warrant clerk's office and the courtroom, but too late to keep his Honor the fact that a row was in progress. He was too busy on the bench, however, to interfere, but his bailiff rushed to the scene of the encounter at once and separated the combatants.

O'Brien had blood on his face and a rising lump under his left eye as he left the City Hall. His antagonist got off unscathed.

While the use of the Royal Baking Powder exclusively is a safeguard against the poisonous aluminum powders, it is satisfactory at the same time to know that owing to its greater strength it is more economical.

THE AFFILIATED COLLEGES.

Five Sites Presented to the Board of Regents for Consideration.

The committee for the affiliated colleges has presented five sites for the consideration of the board of regents. One of these will undoubtedly be chosen for the location of the college.

Following are the sites selected by the committee: Adams-square site, opposite Adams square; Suro site, south of park; Point Lobos road and Central avenue; a lot back of the German Hospital, and the Potrero-avenue site, between Sixteenth and Seventeenth streets.

The matter will be discussed at the next meeting of the committee on sites of the board of regents and a final decision will then be reached.

It was stated that several lots had been offered for nothing, but they were not in suitable places. The committee hopes that one of the sites under advisement will be donated to the college. It is thought that the probability of the one that bears his name and may be induced to do so.

For visiting cards, envelopes, writing papers, in fashionable tints and shades, go to L. L. Vail & Co.'s, 741 Market.

EPWORTH LEAGUE MEETING.

An Address to Members by Mrs. Sarah B. Cooper.

A public meeting of the Epworth League of Simpson Memorial Church will be held in the auditorium of the church, corner of Hayes and Buchanan streets, to-morrow evening at 7:45 o'clock.

The following programme has been arranged: Service of songs; vocal duet, "There's a Room for Us All"; Mrs. J. I. Newbegin and Mrs. M. E. Gallahorn; patriotic recitation, Mrs. Nellie Holbrook Blinn; anthem, "Te Deum"; vocal solo,

could advertise for construction bids to-morrow. Very likely they will begin to deliver ties within a week at Stockton. You see that all details are now beginning to fall into place for you who are in the road, and it won't be many weeks before the work begins."

The mole is not blind, as many persons suppose. Its eye is hardly larger than a pinhead, and is carefully protected from dust and dirt by means of inclosing hairs.

The "complexion brush" is the latest addition to the toilet. It is said to give "a healthy glow to the face and remove wrinkles.

A COMPLETE WRECK.

A STORY OF PECULIAR INTEREST TO WOMEN.

How the Wife of a York State Woman Was Wrecked—Life Lost Its Joys. But the Clouds Passed and Happiness Came Again.

(From the Binghamton (N. Y.) Republican.) We have heard so much talk throughout the county of late concerning Mrs. Martha Gates of Maine, Broome County, N. Y., that yesterday a reporter from the Binghamton Republican interviewed her for publication, and her story, which will interest all women, is as follows:

"I was born in Hartford, Cortland County, New York, 42 years ago. I have been married 21 years and am the mother of eight children. I grew steadily worse, and my husband, who troubles incidental to my sex and suffered agonizing pain. The trouble continued to grow worse, until last winter I was compelled to take to my bed. I called in a regular physician, but his treatment did not seem to do me much good, and only relieved me for a little time. My condition became worse than before. I was confined to my bed for three months and was absolutely unable to attend to my household duties. I was afflicted with myself so weak had I become. I had to be waited upon day and night, and was a physical wreck. There is no other name for it. I had read in the paper about Dr. Williams' Pink Pills for Pale People, and decided to give them a trial. I immediately after taking them, and before I had used a half a box, I saw a marked change for the better in my condition. All this time, however, I was confined to my bed. I continued taking the medicine until I had taken four boxes, and by that time I was able to get about and attend to my household duties again. The improvement had been steady ever since. I am still a little weak, but am growing stronger all the time, aided by Dr. Williams' Pink Pills, which have restored my faith in these pills, and shall use them hereafter. My husband, who felt real miserable all the spring, took them and immediately after taking them, and before I had used a half a box, I saw a marked change for the better in my condition. All this time, however, I was confined to my bed. I continued taking the medicine until I had taken four boxes, and by that time I was able to get about and attend to my household duties again. The improvement had been steady ever since. 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