SUNK THE STEAMER

The Sunol Run Down in the Bay by the Bark Olympic.

TURNED TURTLE AND WENT TO THE BOTTOM.

No Lives Sacrificed, but the Loss Estimated at $100,000.

SEVERAL VERY NARROW ESCAPES.

Scenes of Excitement During the Collision—$25,000 on Board for the Navy-Yard.

One of the worst disasters that has taken place on the bay since the collision between the Oceanic and City of Chester occurred yesterday. The river steamer Sunol was run down by the American four-masted bark Olympic, and while the loss amounts to nearly $100,000, still there was no loss of life. In the case of the City of Chester the monetary loss was not so great, but a number of people went down with the ship.

The Sunol, owned by the Piper, Aden, Goodall Company, left for Vallejo at 4 P. M. She had forty-five passengers aboard and a crew of fifteen all told. Captain Dye was in command and the mate was Charles Ostrosky. Conflicting stories are told, but it appears that the captain was below having his dinner and the mate was in charge of the pilot-house when the accident happened.

When first seen the mate thought the Olympic was at anchor and attempted to cross her bow. When he discovered his mistake he at once ordered the engines reversed and Captain Dye rushed on deck. The Sunol gathered way slowly and before anything could be done the big Atlantic clipper crushed into and almost cut her in two. For fifteen minutes they remained wedged together and the tug Reliance had to pull them apart. Then the Sunol turned turtle and all her deckload went into the bay.

In the safe there was $25,000 in specie for the Mare Island Navy-yard. In the big iron tank on the forward deck in which the bullion and crude ore for the Selby Smelting Company was carried, there was about $40,000 worth of the raw material and the general merchandise would probably amount to $5000 worth more. The steamer was valued at $25,000. So somebody will be "out and injured."

The crew lost everything they had except the clothes they stood in, and as all the passengers had been on a shopping expedition they lost all their purchases, and consider they were lucky to escape with their lives.

There was a wild scramble when the big bark struck the steamer. Joseph Bushford was asleep on the upper deck and thinking the vessel was going down he jumped overboard. He had an overcoat on and could not swim. Lucky Jack Healy and Dick Hughes, two of Henry Peterson's boatmen, were alongside the Olympic towing in, and they at once went to his assistance and picked him up as he was going down for the last time and put him aboard the United States quarantine steamer George M. Sternberg. The passengers and crew clambered over the bow of the Olympic.

As each male passenger was helped aboard he was given a swift kick by the crew of the bark, because they had shoved women and children aside in their hurry to reach safety. The weaker sex stood meekly by and only gathered their children closer to them and awaited their turn. The last man to leave the Sunol was Captain Dye. A few minutes later the tug Reliance took hold of the Olympic, and when she was pulled free of the Sunol the latter turned turtle. Two horses on the forward deck went over with the steamer. One of them was rescued and the other is still hanging to his hitching-post in five fathoms of water.

In less than ten minutes after the disaster the bay was alive with craft of all description. The first on the scene was the tug Reliance. She was towing in the bark Alden Bessie, and Captain Brokaw at once signalled to cut adrift. The bark was in safe anchorage and he wanted to save life. The Reliance was alongside the wreck five minutes after the collision and rendered valuable assistance. The captain of the Alden Bessie instead of dropping anchor, however, kept on and got foul of the British tramp steamer Amarapoora. No damage was done, and the tide and wind carried the two vessels apart in a few minutes.

The Active was the next on the scene, and she was followed by the quarantine boats George M. Sternberg and Governor Perkins, tugs Sea Queen, Sea King and Millie and the launch Amy. The steamer Monticello, also bound for Vallejo, stood by, and Captain Hatch had his boats manned and was ready to send assistance at a moment's notice.

The steamer Hope, which also belongs to the Piper, Aden, Goodall Company, was on her way to Berkeley, and she also went to the rescue. While there were no lives to be saved, nevertheless a considerable quantity of wreckage was picked up. The Sunol's piano was found and hauled aboard the Hope, while one of the horses was found in the custody of Jack Healy and Dick Hughes, the boatmen, and was hoisted aboard the steamer.

When the Sunol was struck and before the passengers got aboard the Olympic, some one let go the anchor and thirty fathoms of chain was run out. In that event no one can claim treasure trove.

Joe Bulchart, a railroad man who was a passenger on the Sunol, was taken to the Receiving Hospital last night, suffering from submersion and a sprained back.

"I was on the lower deck," he said, "when the collision occurred. It seemed to me as if our captain thought he could get clear of the other vessel and did not imagine she was coming so fast.

"The men on the lower deck, when they saw a collision was inevitable, ran up the steps, but I thought there was a better way to escape. I was thinking about it when there was a sudden crash and a terrific noise of escaping steam, in which I was enveloped, so I ran to the side of the steamer and jumped overboard.

"I saw that the other vessel had cut through the Sunol, and as I looked up from striking the water I saw the men climbing from the steamer to the other vessel.

"As I went down I was struck on the back by the other vessel, which almost knocked the breath out of me. I had a desperate struggle to get clear of her, and when I rose to the surface I was nearly exhausted.

"I am a fair swimmer, so I struck out and managed to keep myself afloat till two men in a boat picked me up. I saw them first and shouted to them. They rowed me to a tug and put me on board, and the tug took me to Washington-street wharf.

"I don't know whether any one was lost, but I consider I had a narrow escape."

H. F. Stahl, managing editor of the Vallejo News, was also a passenger. "It looked to me like an unavoidable accident," said he. "While the Olympic had some sail set she did not appear to be moving through the water and it looked as though we would easily clear her. We discovered our mistake too late, however, and the bark rushed into us. Including the crew there were about sixty people aboard and everything was in a turmoil in a moment. The steam pipes were broken and the escaping steam added to the turmoil. One man had his hand scalded and a number of others were slightly injured. We all lost our baggage and the crew lost everything they had aboard."

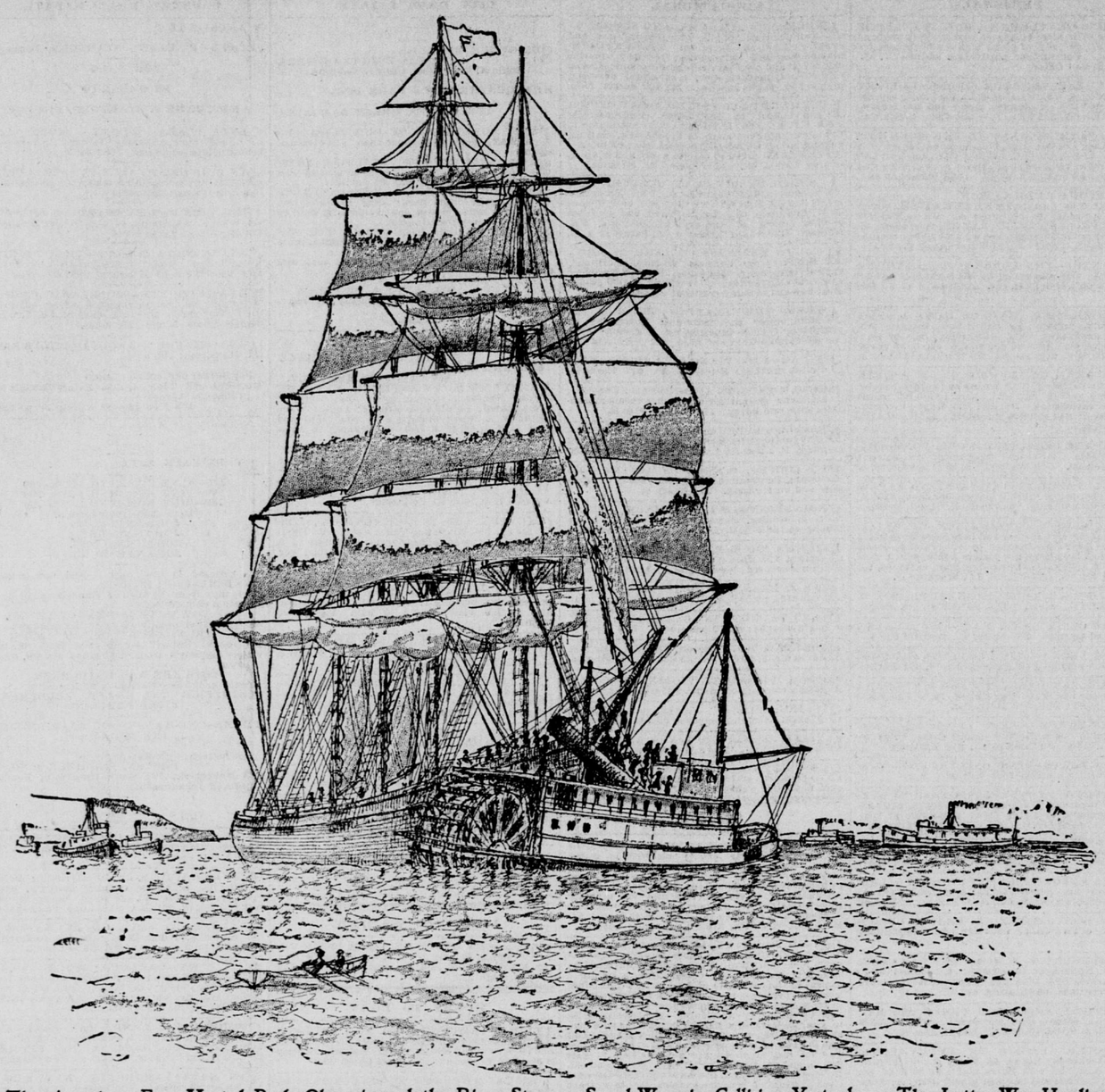
When the Sunol sailed for Vallejo Mrs. H. Johnson and her children were abroad. The husband and father had seen them on their way and was watching the steamer out of sight when the accident occurred. He was almost frantic for a few seconds and then fell in a swoon. When the Sternberg brought the passengers ashore he was there to meet her, only to find that his wife and children were missing. Then he fainted again, and on being brought to was told that some other passengers had been landed by the tug Millie. He went to where that vessel had docked and there found his loved ones.

"It was a sad accident," said Captain G. Brokaw. "My tug, the Reliance, was towing the Alden Besse from sea and we were almost abreast of the Olympic when I remarked to my mate, 'Watch that steamer. She is going to have a close call.' Then I saw the Sunol backing and noticed that she couldn't gather sternway, and I again remarked to the mate, 'It's all up; there's going to be a collision and a bad one.' Then I began signaling the Alden Besse to let go the hawser and anchor, because I thought it was my first duty to save life. When the Reliance got alongside I found that all the passengers had been saved, and Captain Gibbs of the Olympic asked me to take him in tow, as his vessel was leaking.

"Her martingales were gone and the bowsprit twisted, and she looked as though she might have got a severe blow. The captain put his chronometers aboard my tug, and asked me to run him on the mud flats. Directly I pulled the Olympic away from the Sunol the latter turned turtle and apparently went down. When off the sugar refinery I had the well of the Olympic sounded, and found that there was not enough water in the hold to cause any apprehension, so I advised the captain to anchor, which he did. From what I can gather Captain Dye thought the Olympic was at anchor, and when he discovered his mistake gave the signal for full speed astern. The tide was against him, however, and carried him right in the way of the advancing ship."

Chief Officer Charles Moore of the Olympic says that all the blame lies with the Sunol. It was her place to get out of the way of a sailing ship, and as she failed to do so her owners will have to pay expenses. His description of the accident is practically the same as that given by Captain Brokaw.

Late last evening the wrecker Whitelaw and the schooners Shasta, Alpine and Pinole were sent to the scene, and it is expected that by to-morrow noon the Sunol will be on the Berkeley mud flats. In the meantime the company's new steamer Grace Barton will take up the run between here and Vallejo.



The American Four-Masted Bark Olympic and the River Steamer Sunol Were in Collision Yesterday. The Latter Was Heading for Red Rock and the Bark Was Making an Anchorage Under Sail and Without a Pilot. She Was Out of the Usual Course, and Captain Dye of the Sunol Thinking She Was at Anchor Attempted to Cross Her Bow, With the Result That the Sunol Was Sunk.

ANXIETY AT VALLEJO.

Relatives Clamoring for Information Regarding Those on Board.

VALLEJO, CAL., March 17.—At twenty minutes to 5 o'clock this afternoon the startling intelligence was received that the steamer Sunol had been run into by a sailing vessel of some kind abreast of Fort Alcatraz while on her way from San Francisco to Vallejo, and that she was in a sinking condition.

It was known that the steamer carried a large number of passengers, many of them being wives and children, husbands, sisters and brothers or residents of Vallejo. The report stated that the passengers had been saved, but this did not deter from a thousand and one anxious inquiries being made for the safety of those on board.

The office of R. J. R. Aden, one of the owners of the steamer, was besieged with people with tear-dimmed eyes anxious to gain the least particle of information. It was nearly 6 o'clock before Mr. Aden could communicate with the head office in the City, where it was learned that the passengers had all been taken off the steamer and placed on board the United States quarantine vessel and taken to the City, and that they would come up to Vallejo some time during the night, and that the Sunol was lying in 5 or 6 fathoms of water near the Berkeley shore, with her bow sticking up out of water at an angle of 45 deg., and that they were intending to put a watchman on board to remain during the night.

It was hard to gain much information from the City office, as there was much confusion, the mate and crew of the Sunol being in there at the time.

Mr. Aden estimates the loss of the firm, if the steamer is a total wreck, at $25,000.

A large quantity of freight was on board. One of our merchants here had over $400 in one bill of goods, and many others of lesser sums.

Mr. Gaspar, who is building the electric light plant, at 2 o'clock this afternoon telephoned to the City to have one of his dynamos shipped by the Sunol this afternoon, and if it is on board it will be a total wreck, as after once coming in contact with salt water it is of no account. Should the dynamo be there it will retard the starting of the plant at least three weeks.

The Sunol was commanded by Captain Dye, who is a safe and competent pilot, and all here are at a loss to understand how the accident occurred. A large number of people will be at Aden's wharf tonight, when the redstack tug Sea Queen arrives, to learn of the accident and the safe landing of the passengers.

The Mgnlo or Gracie Barton, a new steamer owned by the Piper-Aden-Goodall Company, will be put on the route tomorrow night.

Latest Information.

The Sunol was towed to the Mail dock by the Redmond last night and will be righted some time to-day by the Whitelaw. Messrs. George L. Underhill, assistant secretary of the Selby Smelting Company, and A. E. Pryor, general manager of the Piper, Aden, Goodall Company, returned on the Redmond with the wreck. Both gentlemen assert that the loss is greatly exaggerated and say that $50,000 will cover the loss. Mr. Underhill says that in so far as the Selby Smelting Company is concerned the loss is so slight that it will not be appreciable.

MRS. DIMOND IS BACK.

Her Husband Gave Her $2000 and She Will Now Go on the Stage.

Mrs. W. H. Dimond, who recently left here on her return to Honolulu to fight her husband's application for a divorce, arrived here on the Peru yesterday. Mr. Dimond got his divorce readily, but appears to have been very generous in his treatment of his former wife, for he placed $2000 in the hands of Captain Friele of the Peru to be given her after the vessel got outside of the three-mile limit, where no hard-hearted creditors could pounce down on the lady.

It is said her husband will also pay all her attorneys fees and probably her local debts. There appears to be little sympathy for Mrs. Dimond in Hawaii. She will go on the stage. Her manager was with her in the islands.

When Mrs. Dimond left here after the escapade with the man who deserted her here, and went to Seattle, she declared that she would put up a big fight against Mr. Dimond, but it seems she did not do so.

THE SOUTH WILL COME.

A Large Delegation of Christian Endeavorers Will Attend the Convention.

Rolla V. Watt, chairman of the general executive committee, has just returned from a short southern trip, on which he went for pleasure and business in connection with his insurance company, yet he found time to consult with the leaders of the various branches of the Christian Endeavorers in the various southern counties, and from them had assurance that a large delegation will come to San Francisco to attend the convention.

"Endeavor work down south is booming so to speak," he said, "and from those whom I met I had every assurance of a very large attendance from that part of the State. I did not go down especially on Endeavor business. I went more for pleasure, but yet I paid some little attention to the question when coming in contact with the leaders on my travels, and I have reason to believe that we will have a very large attendance in this City when the convention meets."

LOVE-STRICKEN CRIPPLE.

Daniel Ellery's Attempt to Take His Life Successful.

Daniel Ellery, the cripple, who in a fit of despondency turned on the gas in his room, 154 Fourth street, Monday, died at the Receiving Hospital yesterday morning and his body was removed to the Morgue. Ellery had been employed as a watchman for the Market-street Cable Company on Valencia street, but was recently discharged. An unfortunate love affair was primarily responsible for his rash act.

In a letter to his mother Ellery told her not to worry over his death. He wrote: "When you get this note I expect to be in another world. You must excuse me for causing you so much pain, but believe me I can't help it. Don't think I got despondent on account of my being out of work. It is not that at all and you would be better off not to know. Minnie's address is Los Angeles. I hope this will not cause you pain, but if you knew all you would not blame me."

Ellery was 21 years of age and a native of England.

NOT how cheap, but how good for the money; printing and binding. Mysell-Rollins, 22 Clay*

Church's Luck

Harry Church, convicted of robbery, and sentenced to twenty years' imprisonment, was granted a new trial yesterday, on the ground that the trial Judge erred in refusing to permit the jury to find the defendant guilty of grand larceny.

Church's crime consisted in taking a gold knife worth $5 and snatching a gold watch and chain valued, respectively, at $90 and $30 from a man in a saloon.

JEWELRY store, 5-7 Third, removed to 303 Kearny. Large stock of diamonds, watches, etc.

TIME IS THE GAME OF FAIR MILLIONS

Mrs. Craven Having a Hard Task to Have a Hearing.

Another Shuffle-Board Play for Delaying the Pencil-Deeds Trial.

The Executors Declare They Are Ready to Go On, but Miss Virginia Fair Is Not.

The tactics which the Fair children have adopted to delay the trial of the Craven pencil deeds promise to lead them into some deep water.

There was presented in court yesterday the paradox of the administrators of her millions declaring themselves ready to proceed with the big case, while Miss Fair herself declared just as positively, with a stamp of her little foot, that she desired further time. Of course the young heiress was not actually in court, but her spirit, as embodied in the person of Attorney Charles L. Wheeler, was the obstacle that balked progress.

Wheeler spent almost the entire day endeavoring to convince Judge Slack that the case of the deeds was not one for a jury to decide. He quoted authorities to bolster up his declaration that the issues were equitable instead of legal. With his hand on his heart he expressed his fear that a court of law might make errors, and immediately he foresaw the dire calamity of an appeal to the Supreme Court. Therefore, argued Miss Fair's legal adviser, it was better that Judge Slack should first pass upon the equitable issues involved.

Attorney Delmas could not see what possible objection there was to taking the case before a jury and allowing the Judge to make any suggestions of equity that might come up at the trial for the benefit of the jury. It would save time.

Attorney R. B. Mitchell, on behalf of the executors of the bonanza estate, said he was ready and willing to proceed to trial at once, in accordance with the agreement entered into by the lawyers interested in the case.

But again Wheeler objected. He was after delay, and if he could not get it any other way he proposed to intervene on behalf of the heirs.

Judge Denson opposed such a course. So did Delmas. The Craven attorneys were for trial at once, and to bring about such a consummation they magnanimously offered the other side the right to open and close the arguments before the jury.

"We are worn out with delay. We have no fortune to fight this case any longer. If there be any way to try this case we want it. We are willing to yield any concession to the other side if they will agree to try this case now."

But Wheeler was obdurate. Intervene he would, and to-day the lawyers will wrangle again over this latest subterfuge of the Fair people to gain time.

Old Cases Dismissed.

The first official communication from the new Attorney-General, Joseph McKenna, was received by United States District Attorney Foote yesterday. By it Mr. Foote was directed to dismiss two old suits, one against John Cox and two against E. and A. M. Waterford. The cases related to the cancellation of land patents in Mariposa County, where there was said to have been irregular entries.

The Perfume of Violets
The purity of the lily, the glow of the rose, and the flush of Hebe combine in POZZONI'S wondrous Powder.

NEW TO-DAY.

A TERRIBLE ECZEMA

Her Face Covered with Scales. Could Not Leave Home. Had to Sacrifice Hair.

Tried CUTICURA REMEDIES. Improvement In Three Weeks. Six Weeks Complete Cure.

Four years ago Eczema made its appearance on my head in its worst form. I was attended by two physicians, but notwithstanding their treatment it continued spreading, until my face was covered with scales and became a horrid, loathsome sight. For three months I did not leave the house. I had a fine head of hair, seven years' growth, and had to sacrifice it. I was in despair. The physicians had failed even to relieve me, when one of them recommended CUTICURA SOAP. I used three boxes of CUTICURA (ointment), one half dozen cakes of CUTICURA SOAP, and one bottle of CUTICURA RESOLVENT, and in three weeks from the time I began, the scales had left my face and the skin lost its florid hue. *In six weeks I was entirely cured.* My face was smooth and my complexion clearer than it had ever been before. MARION A. SMITH, Sunbury, Pa.

SPEEDY CURE TREATMENT.—Warm baths, with CUTICURA SOAP, gentle applications of CUTICURA (ointment), the great skin cure, and mild doses of CUTICURA RESOLVENT, greatest of blood purifiers and humor cures.

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BABY'S SKIN Scalp and Hair Purified and Beautified by CUTICURA SOAP.

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MILLINERY TRAPPINGS FROM OVER THE SEA, THE NOBBIEST THINGS OF "GAY PAREE," AND HAT RIBBONS, TOO, IN NEW CREATIONS, A VANITY FAIR OF ALL THE NATIONS.

NEW MILLINERY TRAPPINGS.

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Heliotrope....75c bunch
Pinks.....45c Bunch
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Plush Roses.162⅔c bnch
Muslin Roses.....162⅔c to 98c bunch
Silk Roses....50c bunch
Muslin Violets.....8⅓c to 25c bunch
Hyacinths....23c bunch
Buttercups...50c bunch
Pansies.....45c bunch
Chrysanthemums.....45c bunch
Silk Poppies..43c bunch
Field Flowers 25c bunch
Rose Buds....38c bunch
Snowdrops...35c bunch
Berries.....40c bunch
Ivy.....38c bunch
Velvet Violets.....40c bunch
French Violets.....75c bunch
Forget-Me-Nots.....12½c bunch
Marguerites..25c bunch
Etc., Etc., Etc.

Cabishan Pins.95c each
Silver Hatpins.....16⅔c each
Buckles 12½c to 75c ech
Gilt Bands.....162⅔c to 45c each
Medallions..12½c each
Gilt Butterflies.75c each
Cabishan Ornaments.....25c each
Sword Pins....25c each
Buckle Ornaments.....43c each
Jet Hat Pins...39c each
Ribbon Pins.....5c to 50c each
Brooches.35c to 90c ech
Rhine Stone Ornaments.....12½c up
Gilt Buckles.....10c to 75c each
Jet Buckles.....6c to $1.25 each
Steel Buckles.....10c to $1.25 each
Shirt Waist sets.....15c to $1.50 each
Collar Clasps.....15c to 75c each
Gilt Beetles....75c each
Cuff Links.....12½c to 98c each
Tie Pins..5c to 69c each
Etc., Etc., Etc.

NEW RIBBONS.

We ask comparison. Consider style, width, quality. To aid selection we print a 4-inch measure. All ribbon widths according to measure.

WHITE TAFFETA RIBBON, fancy colored Jacquard edges, 3½ inches wide. At Hale's... 33c Yard

SCOTCH PLAID RIBBON, nice for hats, 4 inches wide. At Hale's..... 33c Yard

NEW PLAID RIBBON, navy and white or blue and white, 5 inches wide. At Hale's..... 39c Yard

NEW WARP PRINT RIBBONS, colored satin edge, 4½ inches wide. At Hale's..... 50c Yard

COLORED GLACE TAFFETA RIBBON, gold hair lines, 3⅞ inches wide. Hale's price..... 39c Yard

CONFIRMATION RIBBONS—A large assortment of pure white ribbons, especially for confirmation gowns. "Hale's Prices."

SPECIALS FOR TO-DAY ONLY.

UNBLEACHED MUSLIN, factory remnants, 1 to 5 yard lengths, 8½c grade. To-day only..... 5c Yard (Limit 5 yards to a customer.)

ORIENTAL GUIPURE LACE, 5½ inches wide, 15c value. To-day only..... 10c Yard (Limit 12 yards to a customer.)

MISSES' BLACK COTTON HOSE, narrow rib, close knit, seamless, sizes 5 to 9½. To-day only.... 10c Pair (Limit 5 pairs to a customer.)

LACQUERED BREADBOATS, the ordinary kind. To-day only..... 5c Each (Limit 5 to a customer.)

A RIBBON SPECIAL—All Silk Warp Print Ribbon, in violet shades only, 3¼ inches wide. To-day only..... 19c

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It keeps people wondering how we do it. But it's very simple.

Being always in the market with ready cash is what secures us this great advantage over our competitors.

WINE—SAUTERNE.
Rich and old. We stake our reputation on the purity of our wines. Regular price 75c per gal. Three-Day Price—10c gal.

SUGAR CORN.
Very best Eastern production. Sold regularly for 15c can. Three-Day Price—10c can.

TABLE PEACHES.
Packed in '96. Heavy syrup. Every day price 20c a tin. Three-Day Price—2 tins for 25c.

EGGS—EGGS.
Guaranteed to be fresh—12½c a dozen.

SEVILLE SARDINES.
Excellent flavor. Latest pack. Regular price 15c tin. Three-Day Price—10c tin.

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80 dozen Chairs, from.....25c up
75 Stoves, all sizes, from.....$5.00 up
Parlor Suites, from.....$17.50 up
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THIS IS THE TIME TO BUY

Anglers' Outfits, containing Line, Reel, Pole and Hooks, 20c to 50c.

CALCUTTA AND ASH RODS..... 25c to 75c
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Kirby and Limerick Ringed Hooks.....100 for 10c
Carlisle Hooks.....100 for 20c
Kirby and Limerick Single Gut Hooks.....dozen 10c
Kirby and Limerick Double Gut Hooks.....dozen 20c
Carlisle and Aberdeen—Single or Double.....dozen 25c
Fly Hooks.....dozen 25c

LINES
Braided Cotton, 84 ft.....10c
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Seine Cotton.....pound.....35c

Complete assortment of Anglers' Requirements—Bait Boxes, Floats, Sinkers, Reels, Leaders, Cups, etc.

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