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## FAST ON A SUBMERGED REEF.

Ashore Near Point Pinos.

GUIDED TO DESTRUCTION DURING A FOG.

Passengers Safely Removed in Small Boats to the Beach.

SMALL HOPE OF SAVING THE STRANDED VESSEL.

Is a Loss-The Colombia Disaster Repeated.

MONTEREY, UAL., Aug. 9.—The Pacific

on the bridge, personally directing the until the seas batter them out of shape. movements of the vessel. The night was When the shipwrecked passengers were doomed ship could be checked she ground onto the deck. into the rocks, and several succeeding swells lifted her higher up.

In the meantime the engines had, been reversed and the propeller was churning the water astern into foam in its efforts to free the vessel. The attempt was useless who landed at Pacific Grove and footed it

flooding the fire and engine rooms. No and asked for assistance. further attempt to get her off was made He was requested to s

was blowing. Captain Downing directed and even the breakers close aboard were her plates to-night. at times hidden by the fog.

The five boats put off in the darkness,

cautiously feeling their way. The night was cold and the passengers, especially the women, being lightly clad, were soon hours later and all the passengers were then safely domiciled at the Pacific Ocean

The St. Paul lies as she struck, heading due east, within about 100 yards of the shore, something like three miles south of Point Pinos light. That three miles was the extent of Captain Downing's error. He was just that distance off his course and away from the position in which he should have been. Like Captain Clark, who made the fatal mistake of believing that the Colombia had rounded Pigeon Point light, Downing headed his ship eastward. Instead of steaming safely into Monterey he plunged the St. Paul squarely on the beach.

The coast all along this locality is a bed of kelp which extends for miles out into the sea. This indicates shallow water. from one to four fathoms deep. Consequently the St. Paul, drawing twelve to fitteen feet of water, must have been plowing her way under a slow bell through this bank of luxuriant marine vegetation for hours. The question naturally arises, If the captain, his bearing gone in the blinding fog, did not know that the deadly reefs were at times only a few feet below his keel, why did he not use his

Moreover, those waters are charted and the shoals and currents plainly indicated. About a mile west of Point Pinos is a whistling buoy, marking the outer verge of a dangerous reef. It sounds its warning pipe unceasingly, and can often be heard in Monterey, four miles away. The officers stated yesterday that they could not hear it from the locality of the vessel. Through the dense fog no ray could come

The St. Paul was heavily laden, having among her cargo 5000 sacks of grain besides a great quantity of butter and cheese. There is also on board over 100 head of calves, shipped by Captain W. F. Taylor of San Simeon. They will be transferred to another yessel to-morrow and forwarded to their destination.

As there is six feet of water in the for-The Steamer St. Paul Goes ward hold and a much greater depth aft much of the cargo, especially the grain, is undoubtedly a loss.

The vessel lies off Mcss Beach, about half way between a point known as Seal Rocks and Point Pinos. Her bow is some-what elevated and the stern low in the water, and, as she is tightly wedged in a sort of cradle between two ledges of rock she is steady, excepting for a slight swing and roll when a sea rolls in against her There is a heavy fog coming in, but the ocean is still and but little wind blowing. Captain Minor Goodall came in from the wreck late this evening, having arrived on the Santa Rosa. He believes there is a possibility that the vessel can be saved, but can not state positively until an examination is made by divers to-

"The rocks have pierced through the iron plates of the hull about amidships,' said he to a CALL correspondent. "All of the compartments are flooded with water. Water Fills the Hold and the Cargo
Is a Loss—The Colombia Disheavy loss. The freight steamer Santa Cruz will come down from San Francisco in the morning and the livestock and what can be recovered will be taken off. Captain Downing thought he was rounding Point Pinos, and, changing his course Coast Steamship St. Paul lies on the rocks to the eastward, went on the rocks. The just south of Point Pinos, full of water fog was so thick that nothing could be and a total loss. The Pacific Mail Steam- seen, and neither breakers nor buoy could ship Colombia lies on the rocks just south be heard. Consequently he was not aware of Pigeon Point, full of water and a total that he was near the shore until he felt of Pigeon Point, full of water and a total loss. The two luckless vessels—sisters in misfortune—are about fifty miles apart.

St. Paul this evening a few minutes and cannot tell much of what occurred prior to The causes of their destruction are so the time she went ashore. If she can posidentical as to be remarkable. Both were sibly be saved no effort will be spared to feeling their way to San Francisco; both rescue her. If the sea remains smooth we became bewildered in a dense fog, and can do much toward lightening our loss, even if we don't get her on the dry dock.

The St. Paul struck her fatal reef at ten However hopeful Captain Goodall is, the minutes past eleven o'clock last evening. rocks are sharp all around her and every The deck was in charge of First Officer roll and fall on the reef starts a plate and the St. Paul will probably keep the Colom-Andrew Hall, with Captain J. C. Downing bia company on their hard rocky beds

dark and the thick fog made it impossible seen sitting on the veranda of the hotel to see ten feet ahead of the bow. The this afternoon they were waiting patiently steamer was running under a slow bell and just before her stem touched the rocks the heavy white veil shead lifted a little and was one of the ladies lowered into the last the lookout on the bow saw the foam of a boat. After being settled in the small breaker. He quickly gave the alarm and craft tossing alongside the bumping the engine-room bell sounded to stop and steamer, she saw that her husband was then back full speed, but before the still on deck and resolutely crawled back

"There was nothing of a heroic nature in my action," said she. "I simply thought if my husband could stay there I could

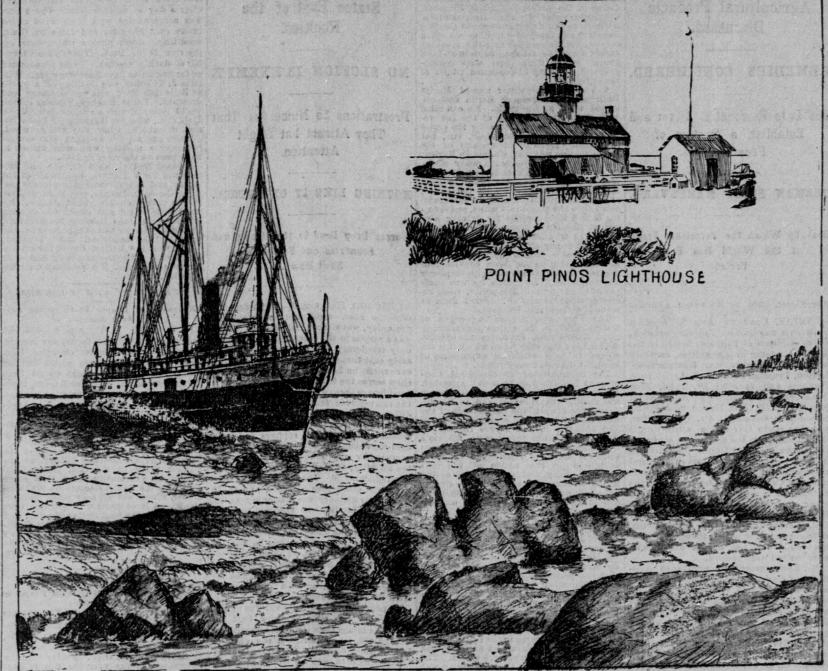
and the St. Paul settled down on her bed, into town, states that his party soon after just as did the Colombia four weeks ago.

The sharp rocks pierced her bottom in several places and the water began to ome in to the amidships compartment, track, known as the Seventeen Mile drive,

He was requested to send a messenger

As the boats were swung over the side the St. Paul when she was purchased by ing. Then a boat was let down to find into the sea and manned the passengers | the Pacific Coast Steamship Company, and were taken aboard, the women first. There he was promoted to her command last was no confusion nor any mishap, as the month. He has the reputation of being a water was smooth and only a light wind careful, zealous and faithful officer, and being so well acquainted with these waters the officers in charge to make their way to one would wonder at him running ashore, Monterey, which port he believed was and why his ship out yonder, within a bis-Nothing could be seen nor heard | cuit's throw of the beach, is grinding off

According to the accounts of some of the was considerable confusion just after the and children. The next boat had twentyvessel struck. Men and women for a few moments rushed out of their rooms half steward and one man. They were all the Alaskan ports. She made one or two chilled. The boat commanded by Second dressed around the boats. Some of the safely landed at 3 A. M. The crew all went trips to Panama loaded with furs, which Officer Philip Ward made a landing near employes of the ship lost their heads, put



The North American Navigation Company's Steamer St. Paul on the Rocks Near Point Pinos. [Sketched by a "Call" artist yesterday.]

Out of all these vague and haif whis-

pered reports it is apparent that "some-body blundered." George Norton, one of the crew, is inclined to speak of the disaster. He was on the Colima when she went down on

the Mexican coast and is no novice in shipwrecks.

"We were going at the rate of eleven knots an hour," he said, "when we struck. We hit hard. The engines were reversed and we backed nearly fifty feet, then

stayed there. I was in my room at the time and one of the rocks is now in the middle of it. "The shock threw me out of my bunk

out about the shore line, and where to land the passengers. I was in this boat, and after rowing around for quite a dis-tance we found Moss Beach. We could not see the light at Point Pinos, and I do not think it was burning at all. Neither could we hear the Point Pinos bellbuoy."

our passengers we repaired again to our boat. The first boat to leave the ship conpassengers and several of the crew, there tained nineteen persons, mostly women back, and we were so exhausted we could

ten feet of water in her hold now and she Paul was placed at his disposal for a jour-tired, and it was not long before I was has three rocks jammed into her, one for-ward and two aft."

Captain Goodall ordered the crew ashore to-night and they are now camped on the

beach.

The officers of the St. Paul were: Captain J. C. Downing; Chief Officer, Andrew Hall; Second Officer, Philip D. Ward; Third Officer, J. J. Coleman; Chief Engineer, Henry Lux; Second Assistant, William Downing; Purser, William Chrisman.

The passengers were: Marie Vinson, Pomona; Earl Van Gordon, Cambria; E. P. Cashin, San Simeon; C. F. Stone and and the order was given by Captain Downing to clear away all the boats.

The shock of her striking and the quickly succeeding grinding and bumping awakened ail the passengers, as well as the officers and crew in their bunks below. There were sixteen women and four children on board, and among these there was at first considerable confusion. They were, however, quickly given to understand that there was no danger, and they was no danger, and they was at first considerable confusion. They were state to send a messenger to send and the place began filling with water, and I immediately went on deck and found women running about in their nell, S. Anderson, San Francisco; Bessie W. Cox. Los Angeles; Ed Nelson, Harry to stricken, and although I told them there was no immediate danger they would not return to their cabins to dress.

There were sixteen women and four children on board, and among these there was no immediately went on deck and found women running about in their nell, S. Anderson, San Francisco; Bessie W. Cox. Los Angeles; Ed Nelson, Harry to stricken, and although I told them there was no immediately went on deck and found women running abou stand that there was no danger, and they were soon dressed and ready to leave the stame.

In the same from the flooded quickly and the cattle in the hold scented the danger and began bellowing.

Captain Downing was the first officer of this made the scene all the more appail. F. Dawson, S. B. Cannell, Vittori Rinoli, William Kelley, Otto Brentz, A. J. Wilson, James Wilson, J. C. Johnson, V. son, James Wilson, J. C. Johnson, V. Johnson, M. F. Taylor, A. L. Hall, C. J. Evans, W. Snow, W. W. Blanchard,

Baker Blanchard. The St. Paul is an iron steamship, built at Philadelphia in 1875 for the Alaska "After finding a place suitable to land commercial Company. She is of 960 tons or passengers we repaired again to our burthen, 197 feet long, and her breadth of oat. The first boat to leave the ship con-beam is 31 feet. Martin Bulger of this City superintended her construction After her arrival on this coast she was put in the trade between San Francisco and

were forwarded by the Alaska Commer-Pacific Grove, and seven of the passengers started overland for Monterey, reaching this place about 4 o'clock this morning and bringing the first news of the wreck. They were forced by the officers to take off the belts and go below by threats of summary punishment. It is also said that the colored lights of Point Sur were boars later and all the passengers were

Company the St. Paul was chartered and organization the vessel was purchased by the Pacific Coast Steamship Company, and after being overhauled and refitted, a process which detracted greatly from her apperance to the nautical eye, she was placed in service between San Francisco and Re-

been engaged in service on this coast for a promoted to the command of the Bonita. From the latter vessel he was transferred to the St. Paul, a much larger and finer

Captain Freeman, the well-known pilot, returned from the scene of the wreck last evening. He reported that the St. Paul was lying easily and apparently making no water. He gave it as his opinion that if the cargo is lightered they will be able to get the vessel off.

F. S. LANNING'S STURY He Tells of His Experience on the Ill-Fated Steamer. F. S. Lanning of North Ontario, agent

of the Southern California Railway, who was a passenger on the St. Paul, arrived in

ney to Portland, Or. She was fitted up especially for the occasion, and, accompanied by Senator John F. Miller, who was president of the Alaska Company, the capacity of my berth, as was also general and Mr. Grant Company, the was president of the Alaska Company, the general and Mrs. Grant, together with Colonel Fred and Ulysses Grant Jr., made the voyage in a very enjoyable manuer.

At the expiration of the fur seal privileges granted to the Alaska Company the St. Paul went out of commission and was laid up in Oakland Creek. On the organitation of the North American Naviganian and the North American

zation of the North American Navigation got out on the deck and saw that the Company the St. Paul was chartered and vessel was enveloped in a heavy fog and made the pioneer voyage between this port and Panama. On the collapse of that there was no light from shore that was visible.

The steamer thumped several times and then settled, careening so much to port that a man could not walk the deck without being very careful.

The other passengers came on deck and there was considerable excitement, but Captain Downing, the commander of the very little confusion. The women, with the exception of two or three who fainted behaved remarkably well. The master of number of years. He was formerly first the vessel and the other officers acted with officer of the Willamette Valley and was great coolness and did all they could to great coolness and did all they could to quiet the passengers, and gave orders to secure life-preservers and put them on. There were plenty of these, and soon everyone had one or two on his or her body. In the meantime we could hear the breakers rolling on the shore and could hear the water rushing into the hold of the steamer.

"The master as soon as possible gave orders to lower the boats, five in number, and this was done as rapidly as the hands-who seemed somewhat rattledcould do so, and as many passengers as could be placed in each were taken in. Each officer in charge of a boat was given orders to make for the nearest point at which a landing could be effected and return with all possible haste. That was no easy task, for the fog was so thick that it was impossible to see a boat's length



CROWDS VIEWED THE WRECKED ST. PAUL

The Scene of the Disaster to the Steamship Was Visited by Hundreds of People Vesterday. They Game in All Sorts of Vehicles, and Many From Long Distances.

## THEIR LOOT

Ensenada Gold-Bar Thieves.

Mexican Officers Capture

CAUGHT WHILE DIGGING FOR THE METAL.

Cleverly Trailed to Their Cache.

Vault-Raider Garratt and Party

GOVERNOR SANGINES LEADS THE CAPTORS.

One of the Prisoners a Man Arrested as a Suspect and Lately

SAN DIEGO, CAL., Aug. 9 .- James E. Garratt and three companions were caught in the act of unearthing the famous Ensenada gold bar valued at \$12,000, which was stolen from the office of M. Riveroll at Ensenada on the night of March 30, 1895. The captors of the party were Mexicans, headed by no less a personage than Governor Agustin Sangines himself. The Garratt party was just about to dig for the gold when Governor Sangines ordered them to be surrounded and overpowered, The Mexicans quickly carried out the order, forcing Garratt and the others to hold up their hands and look down the muzzles of four rifles. Then Governor Sangines demanded from Garratt the exact location of the bar which the wretched fellow gave and a few moments' shoveling revealed the bar. The Governor took possession of it and ordered the four prisoners jailed.

Garratt spent sixteen months in the Ensenada jail under suspicion of having been the robber, but it could not be proved against him and he was released on July Allan Pratt, bookkeeper for Mr. Riv eroll, was arrested at the same time and released with Garratt. Pratt and Garratt were good friends and Pratt had access to were good iriends and Fratt had access to the sate where the bar was kept, but be-yond this there was nothing to indicate that they were guilty, and nobody in this city would believe they were the thieves. Garratt is a native of Montreal and Pratt is an Englishman. Both lived at Ensenada some years and became Mexican citizens, which worked much to their disadvantage when they were in prison.

As soon as Garratt was released he came to this city, arriving July 26. The next day he took out citizenship papers and said Mexico would never see him again. He hung round town awhile and disappeared some time last week.

It was learned to-day that he hired the

junk Pekin, Captain Frank R. Culbert, to convey him and two passengers to Sauzal, a little landing place eight miles north of Enseneda. The two men with Garratt came down on the schooner Dawn from San Pedro ten days ago, and no one here knows their names. They are supposed to be the men captured with Garratt. The fourth man caught was Sam Hayward, a worthless character at Ensenada.

The captain and crew of the junk were not caught, and they are supposed to be on their way hither. The junk was sighted off Sauzal Friday evening from the steamer Pacheco, which was on her way to this city.

The gold-bar robbery was an interesting affair. The bar was owned by the Ibarra Mining Company of San Francisco. The company's mines are at Calamalli

about 300 miles south of SanDiego. The gold was brought to Ensenada on a schooner and deposited in Riveroll's shipping office for safe keeping. It was there a day or two. On the night of March 20, a year ago, it was stolen, the safe being opened by means of the combination. It was this fact which cast suspicion

upon Pratt. Riveroll himself, however, was not free from suspicion, and after Pratt had been arrested Riveroll was placed behind the bars, but not held long. Riveroll gave up \$13,000 worth of property to indemnify the Ibarra Company, but since then has paid \$3000 in cash toward the loss, retaining the chance to redeem

his property.

When Pratt was released two weeks ago he stayed at Ensenada a day or two, where his family remains.

Then he came to San Diego and said he had an offer of a good position with D. Duncan, who is or was secretary of a loan and trust company at San Francisco. Pratt proceeded to San Francisco, and is believed to be there now.

It was learned to-day that strenuous

efforts will be made to extradite him, as the treaty between this country and Mexico provides for the exchange of prisoners held on charges involving more than

Pratt, even if it becomes known that he was implicated in the robbery, is not considered the leader. Garratt is undoubtedly the ringleader, and many here believe he went to Ensenada determined to get the bar and get away with it, leaving Pratt with nothing but the memory of sixteen months in prison for his pains. The punishment awaiting Garratt is

If he is not sent to the salt mines in the Gulf of California, where a number of prisoners are kept, to work in the awful heat, he may be ordered to Belem prison in Mexico, where several thousand prisoners are always confined. The penalty for burglary is about the same as in the United States, but the difference in treatment is to be considered. In Mexico the prisoner is allowed only 20 cents (Mexican money) per day for food, and no bedding.

Garratt is small and frail and will not

live long under such conditions. He has wealthy relatives in Montreal and Eng-land, but their combined efforts were fruitless to get him out of jail or secure him any concessions during his first im-