

FAST ON A SUBMERGED REEF.

The Steamer St. Paul Goes 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.

Water Fills the Hold and the Cargo Is a Loss—The Colombia Disaster Repeated.

MONTEREY, CAL., Aug. 9.—The Pacific Coast Steamship St. Paul lies on the rocks just south of Point Pinos, full of water and a total loss. The Pacific Mail Steamship Colombia lies on the rocks just south of Pigeon Point, full of water and a total loss.

The St. Paul struck her fatal reef at ten minutes past eleven o'clock last evening. The deck was in charge of First Officer Andrew Hall, with Captain J. C. Downing on the bridge, personally directing the movements of the vessel.

In the meantime the engines had been reversed and the propeller was churning the water stern into foam in its efforts to free the vessel.—The attempt was useless and the St. Paul settled down on her bed, just as did the Colombia four weeks ago.

The sharp rocks pierced her bottom in several places and the water began to come in to the amidships compartment, flooding the fire and engine rooms. No further attempt to get her off was made 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 all 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.

As the boats were swung over the side into the sea and manned the passengers were taken aboard, the women first. There was no confusion nor any mishap, as the water was smooth and only a light wind was blowing.

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 chilled. The boat commanded by Second Officer Philip Ward made a landing near Pacific Grove, and seven of the passengers started overland for Monterey, reaching this place about 4 o'clock this morning.

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 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 vessel to-morrow and forwarded to their destination.

As there is six feet of water in the forward hold and a much greater depth aft much of the cargo, especially the grain, is undoubtedly a loss.

The vessel lies off Moss Beach, about half way between a point known as Seal Rocks and Point Pinos. Her bow is somewhat 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.

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-morrow.

"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. The fire and engine rooms are awash and the machinery is useless for any work. All of the cargo, especially the wheat and wool, in the holds is ruined, entailing a heavy 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.

However hopeful Captain Goodall is, the rocks are sharp all around her and every roll and fall on the reef starts a plate and the St. Paul will probably keep the Colombia company on their hard rocky beds until the seas batter them out of shape.

When the shipwrecked passengers were seen sitting on the veranda of the hotel this afternoon they were waiting patiently for the train that was to carry them citywards. Mrs. George Swain of Berkeley was one of the ladies lowered into the last boat. After being settled in the small craft tossing alongside the bumping steamer, she saw that her husband was still on deck and resolutely crawled back onto the deck.

"There was nothing of a heroic nature in my action," said she. "I simply thought if my husband could stay there I could keep him company." Captain Taylor, one of the passengers who landed at Pacific Grove and footed it into town, states that his party soon after getting ashore knocked at the door of Keeper Hitchcock, who has charge of the Southern Pacific Railroad Company's track, known as the Seventeen Mile drive, and asked for assistance.

He was requested to send a messenger to Monterey for help, but he refused and was indignant that he should be aroused from his bed at 3 o'clock in the morning even to assist shipwrecked people. He resumed his slumbers and they trudged on through the fog and darkness.

There is a belief among the passengers that the light on Point Pinos was not burning. Soon after the vessel struck rocks were sent up, and they say that until this time no gleam came from the point. Then the light shone out.

Captain Downing was the first officer of the St. Paul when she was purchased by the Pacific Coast Steamship Company, and he was promoted to her command last month. He has the reputation of being a careful, zealous and faithful officer, and being so well acquainted with these waters one would wonder at him running ashore, and why his ship out yonder, within a biscuit's throw of the beach, is grinding off her plates to-night.

According to the accounts of some of the passengers and several of the crew, there was considerable confusion just after the vessel struck. Men and women for a few moments rushed out of their rooms half dressed around the boats. Some of the employees of the ship lost their heads, put on life preservers and crowded around the boats. 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 St were

seen and thought to be the red and green lights on the wharf at Monterey.

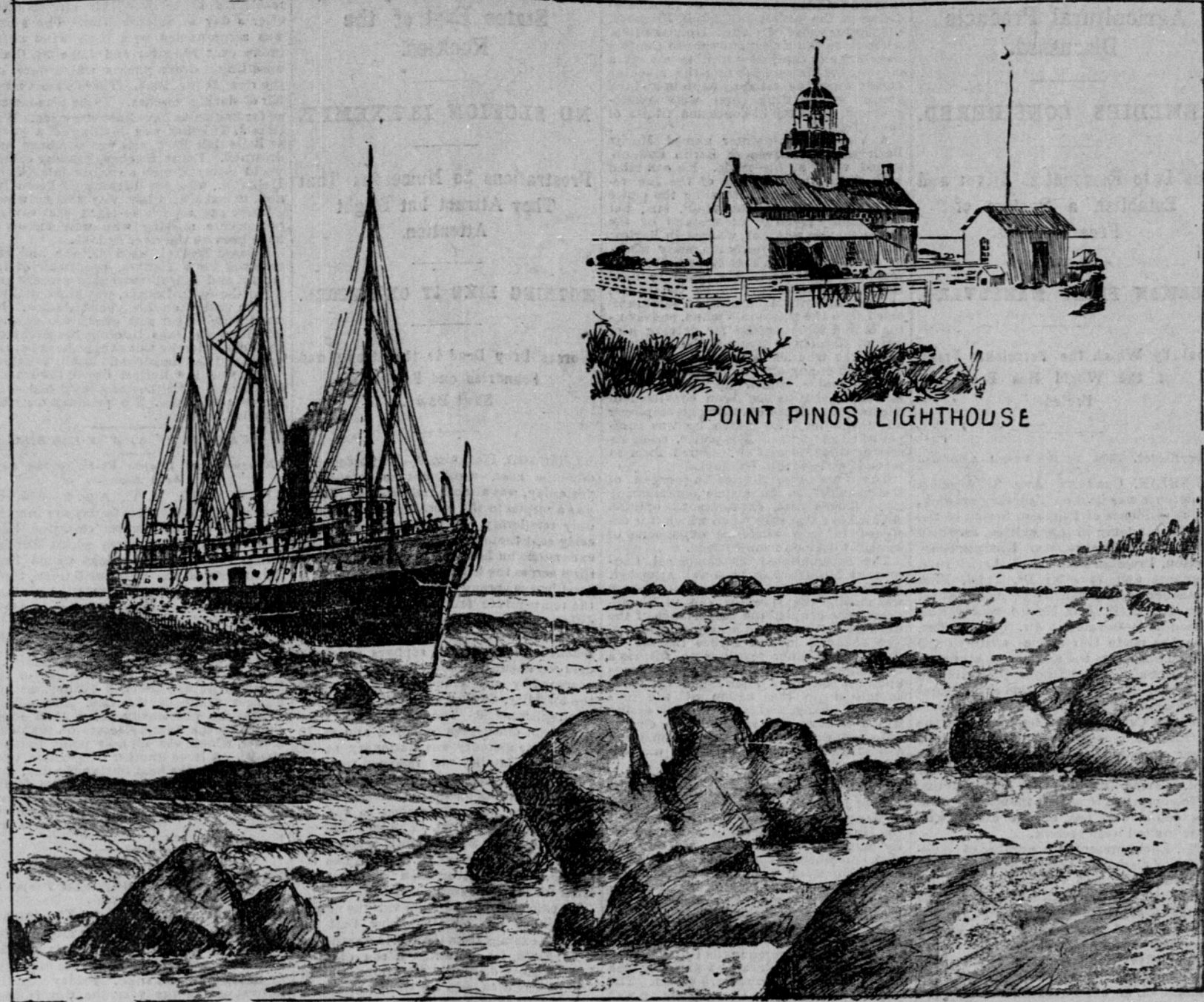
Out of all these vague and half-whispered reports it is apparent that "somebody blundered." George Norton, one of the crew, is inclined to speak of the disaster. He was on the Colima when she went down on the Mexican coast and is no novice in shipwrecks.

"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 and the place began filling with water, and I immediately went on deck and found women running about in their nightclothes. They were all panic-stricken, and although I told them there was no immediate danger they would not return to their cabins to dress. One woman I actually carried to her stateroom and locked her in until she dressed. The saloon was flooded quickly and the cattle in the hold scented the danger and began bellowing. This made the scene all the more appalling. Then a boat was let down to find out about the shore line, and where to land the passengers. I was in this boat, and after rowing around for quite a distance 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 bell buoy."

"After finding a place suitable to land our passengers we repaired again to our boat. The first boat to leave the ship contained nineteen persons, mostly women and children. The next boat had twenty-three people. The last boat carried the steward and one man. They were all safely landed at 3 A. M. The crew all went back, and we were so exhausted we could hardly do anything."

Michael Noon, the wharfinger at Monterey, was seen and he said: "I was on board the St. Paul twice to-day. She is awful solid on the rocks. I think when they clear her cargo they can raise her, but I don't think she will ever float. There is ten feet of water in her hold now and she has three rocks jammed into her, one forward and two aft."



The North American Navigation Company's Steamer St. Paul on the Rocks Near Point Pinos.

[Sketched by a "Call" artist yesterday.]

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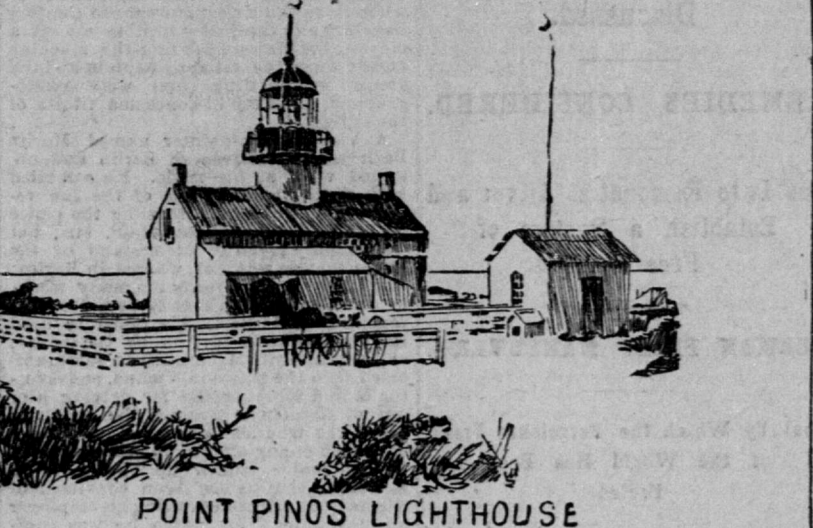
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Captain Goodall ordered the crew ashore to-night and they are now camped on the beach. The officers of the St. Paul were: Captain J. C. Downing; Chief Officer, Andrew Hall; Second Officer, Philip D. Ward; Third Officer, J. J. Coleman; Chief Engineer, Henry Lux; Second Assistant, William Downing; Purser, William Christman.

The passengers were: Marie Vinson, Pomona; Earl Van Gordon, Cambria; E. P. Cashin, San Simeon; C. F. Stone and wife, Courville, Ky.; Amy A. Reene, St. Paul, Minn.; Lulu Arend, Mrs. S. E. Connell, S. Anderson, San Francisco; Bessie M. Cox, Los Angeles; Ed Nelson, Harry Yates, John Winston, W. B. Craig, Miss J. C. Woener, Mrs. W. M. Urquhart, Mrs. W. Urquhart, Mrs. W. S. Mooleseed and two children, Ralph Halloran and wife, C. C. Greaser, L. Greaser, George Swain and wife of Berkeley, Fannie Dunn, Henry A. Harris, R. Walsand, Margaret Long, R. R. Evans, George Evans, J. C. Corey, William Smith, F. S. Lanning, Dr. Byron F. Dawson, S. B. Cannell, Vittorio Rinoii, William Kelley, Otto Brentz, A. J. Wilson, 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 Commercial Company. She is of 960 tons burthen, 197 feet long, and her breadth of beam is 31 feet. Martin Buizer of this City superintended her construction. After her arrival on this coast she was put in the trade between San Francisco and the Alaskan ports. She made one or two trips to Panama loaded with furs, which were forwarded by the Alaska Commercial Company via the isthmus to London, and she was several times chartered by the Pacific Mail Company to run on their line to Panama and Central American ports. In 1879, when General Grant vis-



POINT PINOS LIGHTHOUSE

TAKEN WITH THEIR LOOT

Mexican Officers Capture Ensenada Gold-Bar Thieves.

CAUGHT WHILE DIGGING FOR THE METAL.

Vault-Raider Garratt and Party Cleverly Trailed to Their Cache.

GOVERNOR SANGINES LEADS THE CAPTORS.

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

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 25. Allan Pratt, bookkeeper for Mr. Riveroll, was arrested at the same time and released with Garratt. Pratt and Garratt were good friends and Garratt had access to the safe where the bar was kept, but beyond 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 Ensenada. 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 San Diego. 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 he 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 \$10,000.

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 severe. 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 England, but their combined efforts were fruitless to get him out of jail or secure him any concessions during his first im-



GROWDS VIEWED THE WRECKED ST. PAUL

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