

draught was so great that after she had settled entirely on her bottom she was still about her usual height out of the water and there seemed no great danger of her going to pieces before the men on board could be taken off. Little could be done on shore but wait for morning. Lieut. Sherman, Ensign Purcell and several persons patrolled the beach until morning, in the hope of rescuing any poor fellow who might be seen struggling in the waves. Long before a ray of dawn appeared, the crowds began to gather on the shore again. By 5 o'clock the wind had abated, though the sea was very rough. The natives volunteered to man a boat to go to the *Trenton*. Zeumanie, chief of the Apia district, took charge of the crew. It was still very dark and the trip was very perilous, but the natives put the boat through the current in safety and reached the bow of the *Trenton*. They were given a hawser, which they took to the shore and made fast. All hands were ordered to remain on the ship, as the storm having subsided there was no immediate danger. As soon as it became light more hawsers were stretched to the shore to guard against danger in the event of the storm coming up. Two boats manned by natives, in charge of Zeumanie and Laniaaue, commenced the work of removing the *Vandalia's* men from the *Trenton*. A few had their legs and arms broken and nearly all were badly cut and bruised. There were very few, especially among the officers, who could walk without assistance. By noon nearly 800 American sailors were on the streets of Apia, besides a couple of hundred from the German ships. The Germans remained at Matsefel, where the German residents live, but the American sailors wandered from one end of the town to another. The saloons were crowded with them, and it was not long before many were disorderly. Vice-Consul Blacklock, realizing the gravity of the situation, issued peremptory notice to all saloon keepers, regardless of nationality, not to dispense any more liquors.

Soon after this an additional marine guard of fifty men was sent ashore from the *Trenton* to aid in preserving order. A warehouse was obtained as quarters for the shipwrecked sailors, and a large number were sent there. The *Nipsic* was found to be in fair condition, and her officers and men were quartered on board. Contracts were made with various parties for feeding the sailors, but it was a difficult matter to provide them all during the first day. A temporary hospital was provided for a large number of the men injured and suffering from exhaustion.

Dr. White of the *Trenton* took charge, and other surgeons assisted him. Dr. Harvey, of the *Vandalia*, though greatly exhausted, went to work in the hospital, but soon broke down and was prostrated from nervous exhaustion for several days. Dr. Cordies of the *Vandalia*, though suffering from a dislocated knee cap, was moved into a hospital in a

chair, and faithfully attended the suffering men. It is difficult to imagine the confusion on the shore during the first day of the storm. All the blankets and mattresses that were saved were water-soaked and had to be spread in the sun to dry. Many new ones were furnished. The men were controlled with great difficulty, many being placed under arrest. Captain Fritz, the senior German officer, was asked to co-operate in providing police protection, but notified the Americans that he was afraid to trust his men as guards, as the American sailors would attack them. He requested the Americans to take full control of the town and this was done, and order gradually restored. Sunday evening the English war ship *Calliope* was sighted. Much anxiety had been felt on her account, and there was a general feeling of relief when it was found she was safe. She entered the harbor next morning, and every one in the town supposed that owing to the distressing situation she would be ready to render all assistance possible to the German and American vessels. Captain Kneeb, however, announced he would take coal and leave for Sydney at once. The English residents criticised his action severely. A large force of Samoans were put to work in the *Nipsic* next day, and the steamer hauled off. She was not leaking, but her boilers were sprung and her propeller would not work. Her rudder, smokestack and most of her boats were gone, and she was badly shattered above the water line. Her officers and crew were living aboard. Admiral Kimberly has not yet decided whether it will be safe to send her to sea. The *Vandalia* will be a total loss. The list of the dead is as follows: From the crew of the *Eber*, 71; *Vandalia*, 43; *Adler*, 20; *Nipsic*, 7; the schooner *Lily*, 2; *Trenton*, 1; natives, 2. Total, 146. Nearly every man who clung to the rigging of the *Vandalia* during the storm was more or less seriously injured, and for a day or two the hospital was crowded. Those whose injuries were confined to slight cuts and bruises were discharged quickly, but a number of others are still under the care of the surgeons. The arrival of the steamer *Alameda*, at Apia, on her way from Auckland to San Francisco, was anxiously waited. Admiral Kimberly had sent word by a small schooner to the mail island of Tetuel, requesting the commander of the *Alameda* to call at Apia, as he intended if possible to send the officers and men and survivors of the *Vandalia* crew to San Francisco if the *Alameda* could take them. She was only able, however, to take about fifty of the men. Wrecking parties have continued their work during the last few days and many articles are being saved from the *Trenton*, and divers have been at work on the *Vandalia* and have received many things from her, though badly damaged. A huge derrick has been erected on shore, and efforts are being made to lighten the *Trenton* by taking off the two pivot rifles on her

spar deck, weighing about eight tons apiece, after which the *Trenton* will be pumped out, if possible, in hopes that she may get afloat. It is feared, however, her flags are broken under the water line, and it is not thought the effort to save her will be successful. The German corvette *Olya* was hauled off the mud flats on the 29th, and is now afloat in the harbor. The work was done by Matanfa's men, whom the Germans have persecuted greatly, and with whom they are still at war. The natives display the greatest kindness toward Americans, and are ready to render them any possible assistance. Two native boats came to Apia yesterday, one from the island of Savoy and the other from Manomo. They numbered several hundred men, and marched through the town singing, each man carrying in his hand a gift for the American Admiral. When they arrived in front of the consulate they placed in the yard great quantities of chickens, coconuts, yams, tara and other articles of food. Admiral Kimberly thanked the men for their generous offerings, and accepted the gifts and distributed them among the sailors. The *Alameda* touched at Apia this afternoon and took off, in addition to the cadets, fifty officers and men from the *Vandalia*.

Following is a dispatch from Apia dated March 30, forwarded via San Francisco:

After the great storm of March 16 had subsided Admiral Kimberly was visited by an Associated Press reporter. The admiral was found sitting on the porch of a small house facing the harbor, watching the wrecks of the American men-of-war. "Isn't it awful?" he remarked to the correspondent; "in all my experience on the sea I have never seen a storm to equal this one. I can hardly realize yet the full extent of the damage done. My chief anxiety now is to get these eight or nine hundred sailors back to America." The admiral was asked regarding his own experience during the storm, but would say nothing of a personal nature. He told of occurrences on the *Trenton* which have already been described in letter, and attributed much of the trouble on the *Trenton* to the fact that the hawse pipes were placed on the lower deck. "It was a piece of faulty construction which the government officials had been asked several times to remedy. If they had been located on the deck above water, the water could not have poured in on the *Trenton* in such torrents as it did, flooding the fire room and putting out the fires." Admiral Kimberly considered this as indirectly the cause of the loss of the *Trenton*.

The ship, he said, was handled most skilfully. It would have been impossible to have steamed out of the harbor as the *Calliope* did, as the engines were not powerful enough. As it was, with every pound of steam the *Trenton* could carry, and with three anchors out, the ship could not hold up against the storm. Confusion was