

ONE HUNDRED LIVES LOST

Passenger Steamer Columbia and Steam Schooner San Pedro Were in Collision.

OFF THE MENDOCINO COAST.

Disaster Occurred at Midnight. Only Lookout and Officers on Bridge Awake.

SCHOONER OUT OF HER COURSE.

Struck Steamer on Port Bow—Water Rushed in Great Volume—Vessel Sank in Five Minutes.

San Francisco, July 22.—In a collision between the passenger steamer Columbia and the steam schooner San Pedro off the Mendocino coast 100 passengers lost their lives Saturday night. The Columbia was sunk and lies completely submerged in the deep waters of Shelter Cove.

COLLISION AT MIDNIGHT.

The collision occurred at midnight when all on board save the lookout and officers on the bridge were asleep in their berths. The Columbia was steaming north at an easy rate, having left here at noon Saturday. Suddenly out of the fog loomed the dark hull of the steam schooner San Pedro, south-bound, which was evidently out of her course. Whistles were blown and frantic efforts made by the helmsman of each vessel to avert the collision, but they were of no avail. The San Pedro struck the steamer on the port bow, tearing an immense hole in her side, through which the water rushed. Great volume of alarms were sounded throughout the passenger ship and the terrified passengers scrambled for their staterooms in an effort to escape from the doomed vessel. But the time was too short to aid the life savers. The vessel sank within five minutes of the time of the collision. A life raft was launched with the first of the passengers on board, but only a few of the entire number were saved.

HUNDRED LIVES LOST.

One hundred lives were lost. The steamer Roanoke, carrying a number of the dead and some of the rescued passengers, reached here at 6:15 this morning, bringing the first news of the disaster. The dead were conveyed to the morgue.

Shelter Cove, where the collision occurred, is 170 miles from the coast. A life raft, bearing a number of the survivors, is being towed to this port by the Daisy Mitchell. The San Pedro is being towed to Eureka by the steamer Columbia.

The Columbia was a steel vessel of 145 tons and was 309 feet in length, 37 feet beam and 14 feet in depth. She carried a crew of 74 men under the command of Capt. P. A. Doran, who had been master of the vessel for the past five years. The vessel was built at Chester, Pa., in 1880 and was owned by the San Francisco and Portland Steamship company. During the earthquake and fire the Columbia was lying at the drydock of the Union Iron works and the shock loosened the rivets which held the hull together. She was entirely refitted and when she left here Saturday she carried a full list of passengers—240.

Except for the lists of those on board, Mr. Frey would not vouch for the accuracy of these figures. He said: "We have made every effort by wire to get information from Eureka and other points along the coast, but all that we have learned thus far has come from the Roanoke and the newspapers."

THE PASSENGERS.

The following passengers sailed from San Francisco on the steamer Columbia on July 20: E. G. Liggett and wife, L. M. Makum and wife, Miss Florence Lewis, L. B. Biegel, Franklin Auld, Mr. Maulein, Mr. A. Schuber, Ray Lewis, H. L. Keever, J. C. Orr, E. Rockwell, H. E. Rockwell, J. W. Riggs and wife, John D. McFadyen, J. A. Smith, but W. P. Winters, Sarah Schull, Mrs. K. Fagilde, H. S. Allan, Miss Clara Carpenter, Miss Louise G. Nake, B. W. Graham, Mrs. A. Hany, Mrs. S. A. Eastman, W. J. Bachman, E. Butler and wife, L. Leroy, G. F. Wilson, W. H. Ingalls and wife, Miss Alla Bahlson, E. G. Townsend, Fred Rogers, L. G. Smith, Mrs. S. Waller, Miss Florence Thompson, Miss Mary Parsons, C. R. Johnson, Miss Ethel Johnson, Mrs. C. B. Fitzgerald, Miss M. Buxton, Mrs. H. G. Shaw, Mrs. C. C. Dodson, Miss Ruby Cooper, L. R. Smith and wife, Miss H. Wright, T. T. Clark and wife, J. E. Paul and wife, J. W. Carpenter, L. E. Hill, J. C. Durbin, W. H. Lucas, O. S. Lewis, H. H. Decker and wife, E. B. Keever, C. H. Beahem, C. H. Martindale, Mrs. C. H. Martindale, W. M. Penney, C. H. Harrington, William H. Smith, Roland Winters, Richard Auld, C. Woodward, B. C. Wahlberg, Miss Nellie A. Nake, J. P. Eccles, George L. Hood, Miss Emma Groove, W. L. Smith, Dwight Cannon, Miss Gertrude Butler, Chew Moch, C. A. Winslow and wife, Miss Hazel Ingalls, Miss Anna Akeon, C. E. Mohr, William Waller, B. C. Auld, Miss May Lahan, Miss Pearl Beebe, Miss Alice Watson, Miss A. Johnson, Miss Edna Wallace, Miss B. Wallace, Mrs. J. Benson, Miss L. Hanson, Miss Alma Osterberg, Miss Lena Cooper, Miss Maybelle Watson, Miss Mabel Geiger, P. M. Janney, R. H. Ewart, C. C. Rowland, Mrs. A. F. Cornell, Dr. B. C. Best and wife, J. K. Springer, W. C. Todd, J. W. Waddy, Miss B. Muser, L. L. Drake, Jr., Mrs. R. B. Cannon, Miss Eva Booker, Miss Effie Gordon, Marion Clabby, Sarah A. Roberts, Miss Carrie Miller, Mrs. A. Eastman, Miss Elsie May Stone, Miss A. S. Todd, A. W. Blacklock and wife, L. Merrell, A. Grant Kullin and wife, Miss N. L. Goodlin, Miss Grace F. Keller, Miss Edna Kellar, Miss K. Hayden, R. T. Kavenaugh, P. Robertson, Miss Margaret McKenney, Miss Mary Walker, Miss N. McLennan, E. H. Janney, J. Brotherton, M. J. Bateman, Mrs. A. Gray, Miss A. B. Cornell, Mrs. Jane E. Best, Wm. Klotz, Philip Ashton, Frank Hager, Mrs. L. L. Drake, Miss S. Cannon, Miss Shoultz, Mrs. Blanche R. Gordon, L. Clabby and wife, Steven

CHIEF SHEETS AGAIN ARRESTED

Warrant Sworn to Accusing Him Of Receiving a Bribe from Gamblers.

GANG PAID HIM \$1,800 CASH.

Is the Allegation Made in the New Complaint Issued This Morning By County Attorney.

RESCUED PASSENGERS.

The steamer Roanoke spoke the steamer Geo. W. Elder and the latter

rescued 24 passengers and crew of the Columbia, which were taken off the steamer San Pedro.

The San Pedro had her stern gone and was being towed by the Roanoke. Her mainmast was gone and her cargo was gone and she was in a waterlogged condition. The Elder was trying to tow her to Eureka but was making slow progress. One of the Roanoke's picked up a body supposed to be Edward Butler and brought it here to this city.

NAMES OF LOST UNKNOWN.

The Merchants' exchange in this city has been besieged by anxious relatives and friends of the Columbia's passengers since early morning. Few women have called there, but scores of men, some of them weeping openly, are passing in and out of the exchange, the most distressing features of the accident is that up to this hour (11 o'clock) there is complete ignorance of the names of the drowned and the names of the survivors.

The steam lumber schooner Daisy Mitchell, which docked at the Mission street wharf at 9:40 o'clock this morning, was reported to have rescued 24 survivors and several of the bodies of the victims of the collision. This report proved untrue. The Mitchell brought the San Pedro in, but she did not rescue a life-raft. Capt. Schmitt of the Mitchell said:

"We were south-bound from Willapa harbor and reached the scene of the collision about 11:30 p. m. The San Pedro was on the Columbia's bow. The Columbia had gone to the bottom and not even the tops of her masts were visible. The steamer George W. Elder at that time was taking the San Pedro in tow. The Elder was getting the San Pedro's chain to her after the shock as we came up. I hailed the Elder and asked her if she wanted any assistance from us. She said she had no need of it, but that you would think I had offered an insult."

"The San Pedro's stem was smashed to splinters and it looked to me as though she had rammed her way in. I saw a life-raft, but it was 10 feet into the Columbia's bow. The San Pedro was settling at that time and had a heavy list. She had lost considerable of her deck load of lumber. The sea was smooth. The water all around was littered with timbers, keels and splintered wood. We saw two life-rafts of the Columbia and a life-boat. The Columbia had a number of the raft and brought them along."

"We saw a great many life-preservers floating in the sea, but no bodies either dead or alive."

We cruised around the scene for an hour or two, then pursued our course south. The steamer Roanoke stood by the same as we did, and I understood she picked up a body or two and one of the survivors."

A COMPANY STATEMENT.

Assistant President Frey of the San Francisco and Portland Steamship company, at noon today gave out the following figures:

"Cabin passengers on the Columbia, 168; steering room, 21; total passengers, 189; crew, 60."

This makes a total of 249 souls on-board.

Reported saved, 95; unaccounted for, 151.

Except for the lists of those on board, Mr. Frey would not vouch for the accuracy of these figures. He said:

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ATTY. RICHARDSON BEGINS ADDRESS

Situation May or May Not Have Demanded All Steunenberg Did.

WILLIAM ASHTON IMPROVING.

Chief Engineer of Oregon Short Line Was Able at Noon to Converse With Friends.

The special train bringing William Ashton, chief engineer of the Oregon Short Line, to the L. D. S. hospital in this city arrived at 5:50 hours before it was expected. The injured man was taken to the hospital at once and an examination commenced.

Mr. Ashton in company with other officials of the railroad and a number of business men left for Idaho a few days ago. The chief purpose of their trip was to inspect the Teton valley coal fields and to get over the line of the proposed railroad into the valley. The party arrived at Sugar City Saturday afternoon and then drove to Driggs, the principal city in the valley. Mr. Ashton and a Mr. Kilpack of Driggs were riding in a light buggy. A wheel slipped into a ditch at the side of the road, broke, overturning and throwing Mr. Ashton to the ground. He pitched headlong, falling on his head with full force.

SPECIAL TRAIN CHARTERED.

When others in the party reached him, the injured man was unconscious. Everything possible was done to make Mr. Ashton comfortable. He was placed under medical care at St. Anthony yesterday. As he remained unconscious and other officials of the railroad were anxious to get him home, a special train was chartered to bring him to the city. The train left Driggs at 10:30 p. m. and arrived in this city at 1:30 p. m. today.

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Forty-one miles an hour.

A special train was ready shortly after 10 o'clock and at 10:30 o'clock last night the trip towards this city began. The train was made up of a locomotive and a crew of his own kind with him, he let the big machine drop towards this city as fast as it could revolve the wheels. Although the arrival of the special was set for 9 o'clock, Engineer Chassee brought his train to a stop in the local at 10:30 o'clock. The train was made up of a locomotive and a crew of his own kind with him, he let the big machine drop towards this city as fast as it could revolve the wheels. Although the arrival of the special was set for 9 o'clock, Engineer Chassee brought his train to a stop in the local at 10:30 o'clock. The train was made up of a locomotive and a crew of his own kind with him, he let the big machine drop towards this city as fast as it could revolve the wheels. 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