

AN APPALLING WRECK.

THE STEAMER COLIMA SINKS AND 184 LIVES ARE LOST.

Only 30 Reach Land Alive—The Accident Occurred During a Terrible Storm Near Manzanillo, Mexico—Brave Officers Perish—Names of Survivors.

The Pacific Mail steamer Colima was wrecked on the reefs near Manzanillo, Mexico, on the night of the 26th of May. Only 30 of the 214 souls aboard were saved.

The ill-fated steamship went to the bottom during a terrific storm at 8 o'clock in the morning in latitude 18 degrees 38 minutes north, longitude 104 degrees 14 minutes west. She lies about six miles from Cayutlan.

Captain Taylor, the survivors say, acted with much skill and bravery. He remained at his post and went down with the wreck.

The steamer had been struggling for hours against a southeast storm of growing violence and was making heavy weather when the wind shifted and blew with increased force.

The high seas running when the vessel struck the reef account for the failure to utilize more of the lifeboats. So the Colima, her chief officers already dead at their posts, crashed upon the reef and pounded her bottom out as the seas raised her and dropped her on the rocks.

Boats were sent out from all near-by ports to search for small boats containing passengers. One lifeboat filled with survivors was picked up by the steamer San Juan. The corrected list of survivors is now as follows:

PASSENGERS.

Charles H. Cushing, Jr., A. J. Sutherland, John M. Thornton, Domingo Albano, H. W. Boyd, G. Roman, Bruno Cerda, Jose Antonio Saliz, George D. Ross, Luis Sangenes, J. E. Chibberg, Louis H. Peters, T. J. Ortel, Juan Ramos, Carlos Ruiz, Jose E. Manuel, Angel Gutierrez, G. Ramon, Jose Merel, L. L. Zangarue, — Laralua, — Ranz, — Rolan, — Vidor.

OFFICERS AND CREW.

O. Hansen, Raymond Aviles, A. F. Richardson, A. Carpenter, — Fish, Fred Johnson, Reynerto Gonzales.

Among those drowned were Professor Harold Whiting, his wife and four children of Berkeley. The professor recently resigned his position at the University of California and was en route to New York. His health was poor and he went via Panama in hopes that the sea voyage would benefit him.

All the rescued were badly bruised. They were picked up from pieces of wreckage and rafts, with the exception of A. J. Sutherland, who had clung to a boat after it had capsized five times and drowned all the others who attempted to escape in it.

As all were afloat, lashed by the fiercest gale of years and buffeted by the angry seas for about 24 hours, they are hardly yet in a condition to tell a connected story of the wreck and the experiences of their escape, but many interesting particulars were obtained.

The steamer was heavily laden and had a large deckload of lumber. When the storm struck her she made bad weather of it, the captain having great difficulty in keeping her head to the sea. The wind increased in fury until it is said to have been the fiercest storm known along the Mexican coast in 20 years. The sea rose rapidly. Waves washed over the vessel and started the deckload to slide.

As the waves rose and the storm increased the managing of the steamer became impossible. At last her head could no longer be kept up and she broached to. Once in the trough of the sea a mighty wave struck her and she was thrown on her beam ends.

This wave struck her with such force that the steamer trembled as if she had run upon a reef and most of the passengers thought this the cause of the shock. This gave rise to the first reports that the ship had struck on a reef.

Whether because of the heavy deckload, the shifting of the coal and cargo, or the force of the storm, the steamer would not right herself. The passengers were pretty badly stunned by being pitched about, but rushed upon deck in a panic.

Here they met another danger. The gale tore parts of the deckload of lumber from its fastenings and whirled the heavy planks about with appalling violence. Many were struck and maimed. At least one passenger was killed by having his head crushed by one of the flying timbers.

Heroism of the Officers.

In their terror the passengers made few mental notes of their surroundings. The survivors say, however, that the officers of the steamer were brave and active. Captain Taylor stood upon the bridge, his first officer, D. E. Griffiths, with him.

At an order Griffiths rushed aft to superintend the launching of lifeboat No. 5. Second Officer George Langhorne was at lifeboat No. 3, and succeeded in getting it launched and filled with passengers.

Then down went the ship and Langhorne's boat was capsized. All in the boat are thought to have been drowned.

The Captain's Farewell.

Captain Taylor went down with the ship, sticking to his post. As the ship pitched now and then he blew three blasts on the whistle, supposedly as a signal of good-bye. Then he disappeared beneath the waves.

Down went the engineers and firemen at their posts. Freight Clerk Berry was in his room at the time of the final plunge.

Third Officer Hansen, who was saved, says the boilers exploded as he was leaving the ship. Bodies were hurled through the air only to meet death in the waves. Bits of wreckage were seized and clung to until the unfortunates were exhausted or picked up by the steamer San Juan.

MINES AND MINING.

The amount of speculation which has been indulged in for weeks as to the ultimate success or failure of the Tolo Mining company's proposition, near Tolo, is now floating very nicely in the success channel, and this change in affairs owing to the finding of a rich ledge last week. Mr. C. O. White, general manager and part owner in the Tolo Mining company's property, was in this city Saturday with his pockets and a valise well weighted with nuggets of solid gold and rich specimens of gold bearing quartz. The story of the rich find recently made, as told by Mr. White, is that while his help were engaged in placer washing, by steam hydraulic process, they discovered, or rather unearthed, a small vein of quartz which was gold bearing. This trace was followed and was found to run very close to an old tunnel which had been made in the hill a number of years ago by Kahler & McDonald, gentlemen who then owned the mine. Upon going into the tunnel some little distance, Mr. White gave instructions to the workmen to drive their picks into the side of the tunnel wall, which they did, and not more than four inches from the tunnel the ledge was struck, and right at this point in the ledge was a pocket which is probably a more valuable one than has ever been unearthed in Southern Oregon. A quantity of the quartz was brought to this city, and by expert miners estimated to be worth from \$125,000 to \$150,000 per ton—and Mr. White stated there was fully a ton of this quartz in sight when he left the mine. In the pocket proper were chunks of rock so filled with gold as to make it almost impossible to break them loose from the overhanging walls. Aside from this very valuable pocket, there is an eighteen-inch well defined ledge that is very rich, assays showing \$400 to the ton. The placer ground upon which the company is working is also producing some fine results. Mr. White left Saturday evening for Tacoma, to be absent a couple of days, during which absence two men are guarding the rich treasure. The gentleman had, as he supposed, closed a deal for the sale of his interest in the mine, but only a few hours prior to finding the pocket, he received a telegram declaring the deal off—for all of which he is duly grateful.

Powell creek is decidedly a rich mining camp. There has been lots of gold taken from it but there is still plenty left. Last week Eli Taylor, who owns a placer mine on the creek, found a fourteen pound nugget—and the end of nugget finding in that locality is not yet.

Notes From Eden Precinct.

Mrs. Gallaher this week received the sad news of the death of her father, in Canada.

J. Copeland, who was layed on the shelf for two weeks by that old monster "Grippe" is again able to be about.

The last few warm days have given the corn a better color. J. D. Anderson has the prize corn-field of this neighborhood.

Crops look well in this corner of the valley at present, and something very unusual will have to happen if we don't reap a bountiful harvest of both fruit and cereals.

Tom Edsall and the broken leg are getting along as well as could be expected. Tom has layed in one position for two weeks, and of course would like a change.

Peach thinning is finished and now the comparatively few peaches that have been allowed to remain on the trees have plenty of elbow room, and can just spread themselves.

That was a merry little crowd that gathered at Mr. Sykes' last Saturday. The occasion was the celebration of little Gracie's fifth birthday, and the little folks have another bright spot on their memories—for they had a delightful time.

The following happy crowd started homeward, light-hearted but tired—of play: Edie Shohona, Mary and Flora Gray, Ella and May Anderson, Carrie, Ella and Ethel Jacks, Cora and Ethel Bennet.

J. H. Stewart furnished Medford with the first rhubarb of the season. N. S. Bennett the first green peas. J. Gallaher the first cherries, and if this corner of the valley don't show up the first ripe peaches a new precinct will be heard from, for it will be something very unusual. We have as many fine fruit and grain ranches, both large and small, as is spread out on the same space in any other part of the valley, but we haven't a correspondent for the best newspaper in the valley, THE MAIL.

Dr. Price's Cream Baking Powder World's Fair Highest Medal and Diploma.

—Legal Blanks for sale at this office.

Miner Is on Top this Time.

From the Roseburg Review.

The case of the U. S. vs. Warne, Miner, et al, timber land contest, has been decided by Commissioner Lamoreaux in favor of the defendants or entryman. This was made a test case out of fifty odd entries comprising the Julius E. Miner timber land tract on upper Rogue river, and the contest attracted wide attention, owing to the magnitude of the interests involved. The local land office officials here decided in favor of the government and Miner appealed to the commissioner of the general land office who reversed the decision. The commissioner's decision is quite lengthy, the findings being as follows: "The question in this case is not one of conspiracy, but the sole inquiry, did Warne and Miner enter into an agreement, prior to the issue of final certificates, by which the land was conveyed to Miner? I think the government has failed to prove this allegation, and hence your decision is reversed, and the entry of Joel V. Warne for the S. E. 1 of section 3, township 32 south, range 3 east, remains intact."

Kames Creek Items.

BY SENE DIE.

Mrs. Maud Stover, spent last Tuesday with Mrs. Knott's.

Robert Swinden and wife, and Miss Anna Knott were in Medford last week transacting business.

Mrs. Tolby, who has been visiting on Butte creek with her father, Mr. Beal, has returned home, after quite an extended visit.

R. F. Swinden has sold his one-third interest in the Roaring Gullet mine to P. A. Knott, consideration, \$500. Mr. S. thinks some of moving to Portland to reside.

Prospectors and miners are numerous and gold pockets are plentiful in this section of the country. Lots of gold has been taken out in the vicinity of Gold Hill in the past few days, and many mines are being developed.

House and lot for sale. Inquire at this office.

—With one eye on the clock and the other on your plate, you cannot enjoy a meal. When traveling east you should take the Northern Pacific, the only dining car line from Portland: meals 75 cents. You don't have to get up in the morning at six o'clock, rush to breakfast and gulp it down in fifteen or twenty minutes, and then have to wait until two or three o'clock for lunch or dinner. To avoid this, take the Northern Pacific, the only dining car route, the only line to the Yellowstone park and the only line running Pullman tourist sleepers through to the east without from twelve to sixteen hours delay. For full information, time cards, maps, etc., call on or address C. C. Belknap, Medford, Oregon.

—There is one medicine that will cure immediately. We refer to De Witt's Colic and Cholera Cure, for all summer complaints. No delay. No disappointment. No failure. Geo. H. Haskins, druggist.

—Do you know, if you want to go east and desire a Pullman tourist sleeper, that you will be detained from twelve to sixteen hours unless you take the Northern Pacific? Remember that the Northern Pacific is the only line running Pullman tourist sleepers through to the east without delay. Time and money saved by this route. For full information, time cards, maps, etc., call on or address C. C. Belknap, Medford, Oregon.

The body of Mrs. F. E. Robinson was exhumed at Klamath Falls last week for shipment to Santa Rosa for final interment. It required the united efforts of eight men to lift it from the grave, as the body had become at least partially solidified by the action of the chalk in the cemetery ground. The casket with its contents weighed at least 700 pounds, and no odor was emitted after boring a hole in the outer boxing.—Klamath Falls Express.

—De Witt's Colic and Cholera cure never disappoints, never fails to give immediate relief. It cures just as sure as you take it. Geo. H. Haskins, druggist.

—Parties who contemplate making final proof on their land will find it to their advantage to call at THE MAIL office before making application to the land office. Application papers will be made out and all correspondence with the land office conducted free of charge.

—All kinds of wood for sale.—Bellinger & Wells.

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