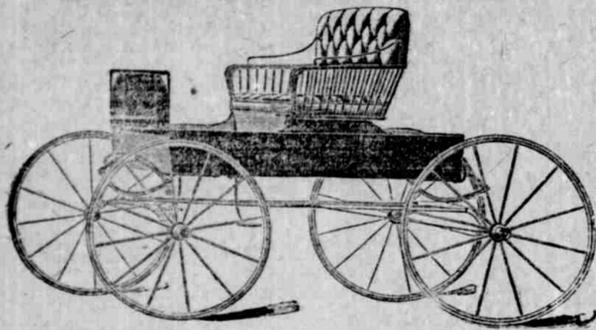


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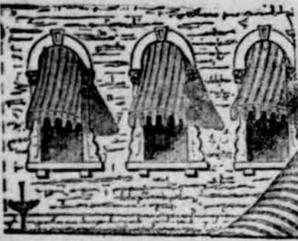
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The great freighter Californian, on her maiden trip, arrived in port yesterday morning scarcely nine days from San Francisco. The Californian belongs to the American-Hawaiian Steamship Company and it was expected that she would make her first voyage up north but the United States Government on the 10th instant suddenly chartered the big carrier as a transport, and now she is on her way to Manila with 9,433 measured tons of government stores. Included in this are 900 measured tons of chairs.

The Californian was launched from the Union Iron Works and is intended for the trade between New York, San Francisco and Hawaii. Her length is 485 feet over all, beam 52 feet, depth 39 feet, gross tonnage 4,597, and carrying capacity 8,550 tons. She cost about half a million dollars and is the finest freighter that ever entered this harbor. She sailed from San Francisco at 4 p. m. on the 17th instant, and her trial trip was made on the morning of the same day when she developed a speed of 11 knots. She came down here at top speed almost, slowing down considerably just before her arrival here, not wishing to get here during the night. She averaged 10 1/2 knots on the passage and proved herself an all round traveler for a freighter.

The keel for the Alaskan, another boat for the American-Hawaiian steamship company of the same kind as the Californian is being laid at the Union Iron Works. She will be larger than the Californian and will be capable of attaining a speed of 12 knots. The Oregon, Hawaiian and American are now building in New York, and are all for the same company.

The officers of the Californian are: Captain Geo. D. Morrison, commander; first officer, F. H. Turner; second officer, J. F. Blain; third officer, Wm. Holmes; chief engineer, W. Chisholm; second assistant, George Lasswell; third assistant, M. MacKenzie. Army men—E. M. Huie, quartermaster's clerk; A. J. Smith, commissary clerk.

Captain Morrison has for many years commanded sailing vessels trading between New York and the Pacific Coast. First officer Turner served in the same capacity on the transport Valencia and second officer Blain held a position on the same boat identical with that in which he now serves. Chisholm and Donaldson have been here before on the Senator. Lasswell was for some time on the Australia while Huie was formerly on the Morgan City.

Captain Morrison came from New York to take charge of the Californian at San Francisco.

With the exception of the Algon, the Californian is the largest freighter that ever came here; by measurement she can carry 10,000 tons. She will take about 300 tons of coal here and proceed to Manila today or to-morrow. She is lying at the new naval wharf dock.

### BOAT SMASHED.

Two pilot boat boys came near meeting a horrible death when the Californian was coming up to the dock yesterday morning. Two big navy coal barges were in the way and as they were being shifted the big freighter, having a little speed on, caught one of the barges and jammed the two towards the shore.

The pilot boat was returning from the Eliza, trying to make the pilot house, when the barges suddenly banged her against a pontoon lying near the wharf now building. The boat, crushed amidship, sunk. Two natives in the boat at the time, jumped into the water only a second or two before the crash came, thus escaping what might have been a terrible death.

### ANOTHER NEW LINE.

SAN FRANCISCO, July 19.—Another steamship line is to make a terminal point of San Francisco, and the study of the navigation problem on the Central and South American coast is getting very interesting to the Pacific Mail Company. At the meeting of the Harbor Commissioners to-day a communication was read from Balfour, Guthrie & Co., asking for accommodations for a new steamship line, which will be ready for business here in from four to six months.

The shipping house did not mention the name of the company for which it was making inquiries, nor could any information concerning it be gleaned at Balfour, Guthrie & Co.'s office. It is current rumor, though, that the firm has become agents for the Pacific Steam Navigation Company, which, it was stated a few weeks ago, would send its first steamer to San Francisco about October. Before that time Grace & Co. will have its through line from New York in operation.

### CRUSHED TOGETHER.

SAN FRANCISCO, July 19.—Thirty miles south of Point Arena Light, according to the reckoning of Captain Thomas L. Weiss, in a fog that could almost be kneaded like dough, late on Tuesday night two ponderous ships of steel crushed together with a grind and shiver that ripped open the metallic shell of one and left a gaping hole in the side of the other. The Belgian King was the steamer that did the ramming, her victim being the Norwegian tramp, Tullus. When the vessels came together it was with a jar that made the crews of both think in another minute they would be grasping floating wreckage to save their lives, but the officers of both vessels soon learned that the King had miraculously escaped without serious damage, while the Tullus was left riding the waves with the plates in her port quarter about the forecastle wrenched apart, leaving a wide breach, into which poured the sea. Luckily the construction of the steamer was such that when one of her compartments filled, and she remained buoyant, there was no danger, unless the bultheaded gave away or a fresh breach was made.

### WAR SHIP GEIER.

SAN FRANCISCO, July 15.—Accord-

ing to the German Consul-General in this city, Adolph Rosenthal, the German war ship Geier will not come to this port, as has been expected. The Geier is a fine cruiser and has been visiting the southern coast ports on the way here, and was to have been given a warm welcome by German residents and others, arrangements having been made to have the battleship Iowa here at the same time. Advice received by Consul Rosenthal state, however, that the Geier has been ordered to China direct from one of the Mexican ports.

### TRANSPORT HANCOCK.

SAN FRANCISCO, July 15.—The United States transport Hancock was released from quarantine late yesterday afternoon, but she did not dock. Captain Struve brought her down into the stream off the transport wharf and anchored. When the Summer sails tomorrow at noon the Hancock will take her place at Folsom-street wharf.

All the cabin passengers were landed on the tug Fearless, but the sailors will not be brought ashore until to-day. Of the five deaths during the voyage not one was a case that could have been saved. The men were practically doomed when put aboard at Manila, and it was only the unremitting care of the doctors and nurses that kept them alive as long as they did. Of the insane men two jumped overboard and were drowned. A third attempted to end his life, but was caught in the act. All the cabin passengers who came up on the Hancock join in saying that the back of the rebellion is broken and that in a few months the insurgents will submit.

The chances are that the Hancock will follow the Summer on August 1, and that the Meade will be overhauled, and provisions are urgently needed in the Philippines and China, but the Meade is in need of overhauling and the chances are she will not sail until after the Warren. The Californian, with 10,000 tons of merchandise aboard, will get away at 10 a. m. tomorrow and the Summer with 500 tons and about a thousand tons of freight will sail two hours later.

### THE JOHN ENA.

SAN FRANCISCO, July 15.—Friday evening the John Ena arrived from Newcastle, Australia, and the captain, finding no place where he could anchor with safety outside the quarantine lines, held on up the bay. Dr. Kinyoun chased after him in the Governor Perkins and made the big ship anchor. The captain had to secure a tug and tow back to Black Point, where the ship lay all night, awaiting pratique. Also owing to the crowded state of the fairway the Sir Robert Fernie and Yosemite were in collision, and many more accidents are expected before the fairway is cleared.

### PFLUGER DISABLED.

SANTA BARBARA, Cal., July 15.—About 6 o'clock this morning the German bark J. C. Pfluger was towed into this port by a steam schooner in a disabled condition, having lost both her mizzen and main masts. A telegram was sent to San Francisco ordering a tug to have her taken back to that place for repairs. The Pfluger cleared from San Francisco for Queenstown, Ireland, with flour. She had just passed the Farallones when a most peculiar accident happened. About 5 o'clock in the morning, with only a fair breeze blowing, the crew was surprised to see the main mast suddenly torn from the vessel and the mizzen mast snapped off. The wind which caused the damage was scarcely felt on the deck, and the supposition is that it came in the shape of a whirlwind and did not reach the deck of the ship.

With the use of the foresail only and with the wind in a southerly direction the bark was sailed in toward the coast and early this morning was picked up near the Goleta by a steam schooner and towed into this port. It will probably be a day or two before the tug arrives to tow her back north. Aside from the loss of the masts and rigging the vessel is perfectly sound.

### SHIPPING NOTES.

SAN FRANCISCO, July 15.—Captain Smith of the bark Mauna Ala will return home on the Australia. Captain Hamilton is in command of his vessel. Captain Murchison, who waited here three months for the overdue Americana, is now in command of the ship John Currier. Murchison got tired of waiting the arrival of the schooner, so he reinsured his share in her at prices ranging from 20 to 30 per cent and went north. He had barely taken command of the John Currier when the news of the arrival of the Americana, in distress, at Honolulu reached here.

The schooner Dora Blumh arrived yesterday, twenty-six days from Kahului, with a cargo of sugar.

The barkentine Planter sailed yesterday for Honolulu with a cargo of merchandise.

Among the departures yesterday was the barkentine Addenda, which sailed with merchandise for Honolulu.

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