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NEWS OF THE WATERFRONT

Rosamond Reports Dismasted Bark.

The China's Fast Time. Shipbuilding for March.

A BIG iron ship, with a black painted hull, is in mid-Pacific dismasted. Her identity is unknown. The vessel is a four-masted one, and when seen was in ballast. She was bearing northeast with only a small piece of canvas spread on the stump of her foremast, and it was thought she was making for one of the Pacific Coast ports.

Word of the dismasted vessel was received at San Francisco by the schooner Rosamond, which reached that port on the 7th instant from Honolulu. Captain Ward of the schooner and her crew say it was in broad daylight, on March 29th, when the disabled vessel was first sighted, in latitude 35 north and longitude 155 west, or about 1,800 miles west of San Francisco. She was then about ten miles off, but the schooner, standing in, soon had her abeam but about two miles away.

"We set signals," said Captain Ward, "asking her if she needed any help, but obtained no answer. There was a fair breeze at the time, and it was not long before the unknown and crippled vessel was merely a speck astern. As no answer was made to our signals I did not think it would be right for me to interfere in the stranger's business, and I kept on my course.

"From what we could see the ship, though badly crippled, was in a condition to take care of herself, though sailing would be slow and tedious. Only a stump of her foremast stood. A part of her main topmast showed above the masthead, and the mizzenmast, as far as the crosstrees, was standing. Her jibboom was gone, and her spanker mast looked as though it was weak and of little use. There was one yard on the fore and mizzen masts and two yards on the mainmast, but there was only one piece of canvas spread on the whole ship. It looked like a topgallant sail, and it was bellied out from the yard on the foremast."

Shipping men criticise Captain Ward severely for not having made an effort, beyond setting a few signal flags, to learn at least the name of the crippled ship. There is a faint hope that the vessel may be the German ship Bertha, which, several weeks ago, was posted as missing. The Bertha left Wei Wei for Portland 166 days ago. She has been out more than three times the number of days for an ordinary voyage, and the hope that she is still afloat is very small.

There are a number of vessels now on the Pacific bound to Asiatic and American ports, and any one of them might be the cripple seen by the Rosamond's crew.

Dismasted Bark Identified.

The four-masted bark sighted by the schooner Rosamond is still causing underwriters to worry. Every vessel now due on the Coast has been canvassed, and the concensus of opinion is that the disabled boat will probably turn out to be the German four-masted bark Willy Rickmers, now out forty-five days from Kobe, Japan, for Portland. She is in ballast and painted black, and so fills the bill as far as it goes. It will be remembered that the British bark Willscott was dismasted also while on her way from Japan to Portland, and put in to San Francisco under a jury rig.

The China's Fast Run.

Good weather and a smooth sea allowed the steamer China to reach San Francisco a day ahead of time, the liner arriving soon after noon on the 8th instant, twenty-six days from Hongkong, sixteen days from Yokohama, and five days, sixteen hours and forty minutes from Honolulu. In addition to 106 passengers, thirty-one of whom were from China and Japan, the steamer had 2,501 tons of freight and $583,000 in treasure. She left Honolulu on April 2d. On March 29th the China spoke the bark J. C. Pfluger, bound from Newcastle, N. S. W., for San Francisco, which wished to be reported. This was in latitude 28 degrees 25 minutes north, longitude 176 degrees 40 minutes west. On April 3d, at midnight, the China met the steamer Sonoma, and at 8:25 the next morning the Gaelic was met, both bound from San Francisco, and showing that the Sonoma had gained considerably on the Gaelic.

A sailor named Carey, whose mind became affected some time ago while on one of the warships on the Asiatic station, returned to the Coast in the China, in the care of several marines, who had instructions to deliver him at Mare Island. After the China docked Carey decided to look out for himself, and suddenly struck one of the marines named Moody a terrific blow on the right eye, immediately afterward running down the gangplank. The demented man was overtaken and placed in charge of a policeman, and was afterwards taken to Mare Island.

Wreck Still Undiscovered.

At the expense of $125, Captain John Ross chartered the redstack tug Sea King, on the 6th instant, for the purpose of definitely locating the wreck of the Rio de Janeiro, but the work was again fruitless. At 5 o'clock in the afternoon the tug returned, and the information was given out that the mooring over the supposed wreck had again drifted, making it inadvisable to send down Diver Roach, who had been engaged at additional expense. Captain Ross will take more soundings over the spot.

Arrived From Honolulu.

Eight days were occupied by the steamer Zealandia in the trip from Honolulu to San Francisco. As soon as the vessel can be prepared for the trip the Zealandia will sail for Port Los Angeles to take on board another party of Porto Rican laborers for the Islands. The Zealandia arrived at the Coast on the 6th instant.

Ghastly Story of Cannibalism.

The Singapore correspondent of the Daily Express gives a ghastly story of cannibalism at sea brought to Singapore by two survivors of the Nova Scotian bark Angola, wrecked six days' sail from Manila, October 23d last. The correspondent says:

"The survivors, Johnson, a Swede, and Marticornu, a Spaniard, assert tha the Angola struck a reef. Two rafts were built. The smaller, bearing five men, disappeared. The other, with twelve men, drifted for forty days. The sailors ate barnacles, seaweed, and finally their boots.

"On the twenty-fifth day two became insane and killed themselves. On the twenty-sixth day a Frenchman killed the mate with an ax, drank his blood and tried to eat his brains, but was prevented by the others. Next day the Frenchman was killed while trying to murder the captain. The survivors, all of whom were now insane, ate the Frenchman's body. Cannibalism continued until only Johnson and Marticornu remained.

"On the forty-second day the raft stranded on Subi or Flat island, in the Natuna group, northwest of Borneo. Johnson and Marticornu were awfully emaciated. Friendly Malays sent them by junk to Singapore."

Hongkong Maru From 'Frisco.

Early yesterday afternoon the Toyo Kisen Kaisha steamer Hongkong Maru, Captain Filmer, arrived from San Francisco, having sailed thence on the 9th instant at 1 o'clock in the afternoon. She brought a large quantity of mail, and will carry many passengers through to the Orient. There was one passenger for Honolulu, R. B. Benning, who found it so necessary from a business standpoint to come here that he paid the $200 fine which is invariably imposed when a foreign bottom carries a passenger between San Francisco and this port.

The Maru was sighted about 1 o'clock in the afternoon; she was alongside the wharf a couple of hours later.

The following is a list of the through possengers on the vessel:

For Yokohama—W. Astheimer, John Becker, A. C. Bryer, E. Bent, S. Hiramatsu, C. P. Low, J. B. Aulin, W. H. Bolton, M. Masmoto, James McWilliams, L. W. Smith, Robert Sulzer, M. Tanaka, E. V. Wilburn, K. Yeguchi, T. Shibata, H. Totoki.

For Kobe—H. Kamada, K. Murakami.

For Shanghai—Rev. and Mrs. H. Jenkins.

For Hongkong—F. W. Brooks, C. P. Dodge, Miss N. Lunt, Mrs. McWade, Mrs. Dodge, F. E. Emery, W. A. Farmer, F. P. Hamill, H. C. Finnick, D. K. Mitchell, Thomas Marsnip, Miss S. L. Mitchell, Mrs. Rountree, E. Schultz, A. H. Wrightson.

Schooner Launched.

The four-masted schooner Otelia Pederson, built for San Francisco parties, was launched at the White Company's shipyard, Everette, Washington, on the evening of the 7th instant.

MOVEMENTS OF STEAMERS.

STEAMERS TO ARRIVE.

Name.	From.	Date.
Nippon Maru	Yokohama	April 19
Ventura	S. F.	April 23
Sierra	Colonies	April 23
China	S. F.	April 24
Doric	S. F.	May 2
Mariposa	S. F.	May 4
Coptic	Yokohama	May 4
Moana	Colonies	May 8
Nippon Maru	S. F.	May 10
Aorangi	Victoria	May 11
Sierra	S. F.	May 14
Sonoma	Colonies	May 14
America Maru	Yokohama	May 14
Peru	S. F.	May 18
City of Peking	Yokohama	May 21
Mariposa	S. F.	May 25
Gaelic	Yokohama	May 28
Coptic	S. F.	May 28
Sonoma	S. F.	June 4
Ventura	Colonies	June 4
America Maru	S. F.	June 5
Miowera	Colonies	June 5
Hongkong Maru	Yokohama	June 7
Moana	Victoria	June 8
City of Peking	S. F.	June 13
Mariposa	S. F.	June 15
China	Yokohama	June 15
Gaelic	S. F.	June 21
Doric	Yokohama	June 22
Ventura	S. F.	June 25
Sierra	Colonies	June 25
Hongkong Maru	S. F.	June 29

STEAMERS TO DEPART.

Name.	For.	Date.
Hongkong Maru	Yokohama	April 16
Mariposa	S. F.	April 17
Nippon Maru	S. F.	April 19
Ventura	Colonies	April 23
Sierra	S. F.	April 23
China	Yokohama	April 24
Doric	Yokohama	May 2
Coptic	S. F.	May 4
Moana	Victoria	May 8
Mariposa	S. F.	May 8
Nippon Maru	Yokohama	May 10
Aorangi	Colonies	May 11
Sierra	Colonies	May 14
Sonoma	S. F.	May 14
America Maru	S. F.	May 14
Peru	Yokohama	May 18
City of Peking	S. F.	May 21
Gaelic	S. F.	May 28
Coptic	Yokohama	May 28
Mariposa	S. F.	May 29
Sonoma	Colonies	June 4
Ventura	S. F.	June 4
America Maru	Yokohama	June 5
Miowera	Victoria	June 5
Hongkong Maru	S. F.	June 7
Moana	Colonies	June 8
City of Peking	Yokohama	June 13
China	S. F.	June 15
Mariposa	S. F.	June 19
Gaelic	Yokohama	June 21
Doric	S. F.	June 22
Ventura	Colonies	June 25
Sierra	S. F.	June 25
Hongkong Maru	Yokohama	June 29

N. B.—A United States Army transport may be expected from San Francisco on the 9th and 24th of each month, en route to Manila, unless route is changed by the War Department.

VESSELS IN PORT.

ARMY AND NAVY.

U. S. tug Iroquois, Pond, Midway Island, August 5.
U. S. A. transport Kilpatrick, Rogers, San Francisco. Off port in quarantine. En route to Manila with troops. Arrived April 13.

MERCHANTMEN.

(This list does not include coasters.)

Andrew Welch, Am. bk., Drew, San Francisco, March 26.
Arthur Sewall, Am. sp., Goffrey, Yokohama, March 20.
Antiope, Br. bk., Murray, Oyster Harbor, April 2.
Bangor, Am. schr., Turloff, Port Ludlow, April 4.
Big Bonanza, Am. bk., Bergman, Newcastle, April 9.
City of Adelaide, Br. bk., Greenwood, Newcastle, April 5.
Ceylon, Am. bk., Willer, Laysan Island, March 27.
Diamond Head, Am. bk., Peterson, San Francisco, April 14.
Encore, Am. bk., Palmgren, Newcastle, April 10.
Ethel Zane, Am. schr., Hullstrom, Port Gamble, April 3.
Florence, Am. sp., Ryder, Tacoma, April 5.
Hesper, Am. bk., Sodergren, Newcastle, March 31.
Himalaya, Am. bk., Dearborn, Newcastle, March 21.
Henry Villard, Am. sp., Quick, Savannah, March 18.
Inca, Am. schr., Rasmussen, Newcastle, April 12.
Jessie Minor, Am. schr., Whitney, Eureka, April 14.
Kaiulani, Am. bk., Dabel, San Francisco, March 31.
Klikitat, Am. bkt., Cutter, Port Ludlow, April 13.
Manila, Am. schr., Knudson, Newcastle, April 12.
Mohican, Am. bk., Kelley, San Francisco, April 9.
M. P. Grace, Am. sp., Grant, Sydney, April 5.
Mary E. Foster, Am. schr., Thompson, San Francisco, April 3.
Mariposa, O. S. S., Rennie, San Francisco, April 13.
Olympic, Am. bk., Gibbs, San Francisco, March 18.
S. D. Carleton, Am. sp., Amesbury, Tacoma, April 14.
Sonoma, Am. bk., Taylor, Newcastle, April 1.
Twilight, Am. schr., Ceuthen, from sea, January 21.
Wamona, Am. schr., Isaacson, Grays Harbor, April 11.

Naval Ship for Guam.

The naval ship Supply, now at the New York Navy Yard, is to be overhauled and refitted as a station ship for the island of Guam. She will take the place of the collier Brutus, which is now on her way to the United States to be laid up for repairs.

The cruiser Olympia will be reconstructed by August and put under the command of Capt. H. W. Lyon. She will be the flagship of the North Atlantic squadron.

TO THOSE ON THE OTHER ISLANDS.

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