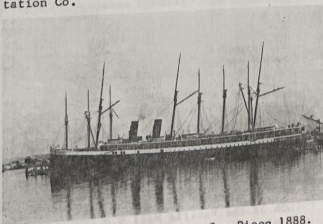


For many years GOLIAH, which started out in New York as "the world's most powerful tow-boat," was a stalwart in the San Diego-San Francisco trade. She is mentioned frequently in the Herald -- San Diego's first newspaper-- as well as in Lt. George H. Derby's immortal Phoenixiana. Derby, who was a civil engineer, satirist, cartoonist and uproarious practical joker, was a frequent traveler aboard her, between San Diego and San Francisco. It was, in fact, GOLIAH which went to the aid of Pacific Mail's GOLDEN GATE when the latter got herself ashore in a storm at the entrance to San Diego Bay in 1854.

Calls by Pacific Mail and by various "opposition" coasters in the trade from San Francisco to Panama or Nicaragua waxed and waned through the following years. By 1851, however, there was enough local coastwise business to support a line from San Francisco south with its terminus at San Diego calling at Monterey, Santa Barbara, and San Pedro. The steamers CONSTITUTION, OHIO, QUICKSTEP, and SEA BIRD were pioneer vessels in this trade. In 1854 the California Steam Navigation Co. was organized with a view to monopolizing traffic on the Sacramento and San Joaquin Rivers, and it also extended its services down the coast to San Diego. Pacific Mail received permission the same year to drop San Diego and Monterey from the itinerary of the Panama-San Francisco steamers, so long as local service was provided by other vessels.

California Steam Navigation Co. continued in the coastwise trade until 1867. When Richard Henry Dana, Jr., of Two years before the mast fame, revisited California in 1859, he made the trip from San Francisco to San Diego and back in SENATOR. At various times in 1865 and 1866 the company was operating CALIFORNIA (screw), ORIZABA, PACIFIC, and SENATOR to San Diego, sailings from San Francisco being at 10-day intervals. Ben Holladay bought the coastwise line of the California Steam Navigation Co. in 1867, added it to his California, Oregon & Mexico Steamship Co., and renamed the combination the North Pacific Transportation Co.



SANTA ROSA at the wharf in San Diego, 1888.
(From Union Title Insurance and Trust Co. Historical Collection.)



QUEEN OF THE PACIFIC at the wharf at San Diego. (From Union Title Insurance and Trust Co. Historical Collection.)

The Pacific Mail, which had not entirely abandoned calls at San Diego, moved actively into the local coastwise business when it bought Holladay's steamers in 1872 and continued ORIZABA, PACIFIC, and SENATOR in the trade. Soon tired of its new venture, the Pacific Mail sold the San Diego business to the San Francisco firm of Goodall, Nelson & Perkins in 1875 which incorporated as the Pacific Coast Steamship Co. the next year. By 1880 they were putting ANCON, ORIZABA, or SENATOR into San Diego every five days from San Francisco via Port Harford, Santa Barbara, San Pedro, and Anaheim Landing. Port Harford has been, for many years, Port San Luis Obispo, and Anaheim Landing, no longer a terminal, lay between Newport and Long Beach.

Even before the great land boom of the later 1880's, the Pacific Coast Steamship Co. began to replace the aging wooden, sidewheelers on the San Diego run with modern vessels. In 1882, they brought out the 2700-ton iron, screw steamer QUEEN OF THE PACIFIC (after 1890 shortened to QUEEN), and in 1884 the handsome two-stacker SANTA ROSA. There were also occasional visits at San Diego by the company's CITY OF PUEBLA, GEORGE W. ELDER, and STATE OF CALIFORNIA, ships which were usually operated northward from San Francisco. In 1889, the smaller, steel, screw steamers CORONA and POMONA also appeared on the coast. San Diego was the chief receiving port for Southern California, Los Angeles Harbor being still in the future. The sky was criss-crossed with the spars of square-riggers bringing coal, cement, railroad iron, lumber, and general cargo from coastwise and overseas, and the number of steamers from distant ports was also increasing.

In 1893 there were rumors that the Atchafson, Topeka & Santa Fe Railway Co., whose tracks had reached San Diego, was about to sponsor a trans-Pacific line. These materialized on 21 January, 1899 when the steamer BELGIAN KING arrived at San Diego from the Hong Kong and Yokohama for the account of the California and Oriental Steamship Co. In 1900 there were 19 voyages by various chartered