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GEORGE F. HENSHALL ..... MANAGER  
MONDAY ..... JANUARY 25, 1909

WORKING FOR A SUBSIDY.

Elsewhere in this issue is printed an account of the strong appeal made by Captain Matson, to the San Francisco Chamber of Commerce, for support of the ship subsidy bill. It adds justification to the attitude taken by this paper, which has been that in asking for a suspension of coastwise rules Honolulu should couple with its request an explicit declaration for a subsidy and a support of the re-application of the coastwise regulations as soon as growth of American shipping warrants it.

The subsidy fight is an earnest and very important one. Hawaii wants to throw such weight as she is able into the scale in favor of subsidy,—in favor of American shipping,—and for this reason there was unanimous sentiment at Friday's meeting here in favor of urging the subsidy at the same time that a suspension of the existing protective measure was urged. Patriotism would naturally dictate this and practical sense backs it up, for Congress would not be likely to allow us to be permanently relieved of the coastwise regulations. San Francisco especially appears to be waking up to the importance of the matter. Commenting upon Captain Matson's argument the Examiner of the 14th says:

“Seductive advertisements appear in the newspapers and on billboards, recommending a trip to ‘Honolulu in five and a half days.’”

The San Juan came in from Panama on Tuesday after a trip of twenty-seven days, twenty-one hours. The Peru made a recent trip in twenty-one and a half days.

Honolulu is 2,100 miles away; Panama 3,400. The ship that can make Honolulu in five and a half days can make Panama in nine, provided there is no stop at way ports.

The other day the Chamber of Commerce was told that the city is losing \$120,000 in trade for want of such a line. It is losing more than that in the trouble over transcontinental freights. A nine-day service to the Isthmus could land goods in New York in less than twenty days by way of the Panama Railroad and the steamer line to New York. That sort of service would make the railroad managers think a long, long time before raising rates on anything that could go by sea.

Captain Matson on Wednesday gave the Chamber of Commerce some illustrations of the fact that commerce follows the flag, by showing how our Australian trade has fallen off by millions since the Oceanic company took off its steamer line. The lesson is one that should rouse some excitement among the thousands whose bread and butter depends on the sale of goods. If they will get at the front of the fight for fast steamer lines, they can depend on the rest of the community to give them a hand.

Two days later in the same paper appeared the following further discussion:

“Once on a time San Francisco had a great grain trade, and a big fleet to carry it. Now our grain trade does not amount to much—partly because our farmers have taken to raising fruits and other crops that are more profitable, and partly because the last half dozen seasons have not been good for grain crops. Also, we have more people here to eat the grain than we had twenty years ago.”

But it is worth remembering that in 1882, when we had our banner wheat crop, 559 ships went loaded out of this port to carry the grain to Europe. Of these ships, 154 flew the American flag, and 405 sailed under foreign register.

In the last seven years 602 grain ships have sailed from San Francisco, and only twelve of these flew the American flag. And in the last four years not one ship of American register has cleared from here with grain for foreign ports.

Fifty years ago the American merchant marine was the largest in the world, and the American flag floated on every sea where there was business to be found. Subsidies, cheap wages, and cheaper treatment for crews have given foreign ships an advantage that American shipowners can not overcome.

As trade has a habit of following the flag, and languishes when it depends on foreigners, isn't it about time that business men tried to get something done? San Francisco has lost much trade by losing its direct lines to Alaska, Australia, and other parts of the world. The job of recovering it is too big to be handled without the help of Congress, and it might be as well to take up the question.

Some years of hammering away at this line of argument have finally convinced almost if not quite a majority of Congress that the situation calls for action. The difficulty has been largely that of convincing middle states members who often know little, and care little about ocean commerce.

The details from the stricken earthquake region in Europe are most painful reading. Nothing equally horrible was ever conceived in fiction unless it be in efforts to describe Hell. To add to the horror of what is known, it may be inferred from most of the descriptions that there are still some lingering sufferers pinned beneath ruins yet unexplored.

Congress is discussing a federal prison parole law. Such a law is in effect here, but for some reason or other it doesn't appear to be used much. This is an ideal spot for such a law. With reasonable precautions there can be no escapes, and it is easy to keep proper watch of paroled prisoners.

Nebraska has probably found the way to shelve Bryan. He is to be elected to represent that state in the Senate. A couple of years there will probably settle his chance to be candidate for President again.

There is no inconsistency whatever in the view that the coastwise shipping regulations should be suspended now, but should be applied again as soon as the increase of American shipping warrants it, despite

the Advertiser's repeated efforts to make it appear that this paper is "on both sides" of the question because it holds such a view. A majority of local business men are of the same opinion.

**MATSON'S FIGHT FOR A SUBSIDY**

HEAD OF THE MATSON NAVIGATION COMPANY MAKES STRONG ARGUMENT BEFORE THE SAN FRANCISCO CHAMBER OF COMMERCE—VALUE OF STEAMSHIP LINES IN THE UPBUILDING OF COMMERCE IS POINTED OUT.

SAN FRANCISCO, January 14.—The necessity of a ship subsidy on the Pacific coast and the necessity of the passage of such a bill during the present session of Congress was argued before the members of the shipping and harbor committee of the chamber of commerce with such emphasis by Captain William Matson last Tuesday that that committee has recommended that the chamber draft a resolution to be submitted to the members of the House of Representatives urging favorable action on such a measure.

Captain Matson put forth a short but strong argument. He impressed the members of the committee of the responsibility that fell upon them to promote the welfare of San Francisco and of the Pacific coast, and in concise terms urged the members to support a ship subsidy bill.

“Without its harbor there would be no reason for the existence of the city of San Francisco,” he said, “its past, present and future greatness has been, is and will be due entirely to the magnificent expanse of water which lies within the Golden Gate, and the first duty of those who lead in the promotion of the interests of San Francisco is to utilize to the utmost possible extent the boundless opportunity that San Francisco bay affords for commercial achievement.”

**MANCHURIA MAY HAVE NEW CAPTAIN**

SAN FRANCISCO Jan. 16.—Details of the altercation between Captain J. W. Saunders, master of the Pacific Mail liner Manchuria, and Dr. C. E. Lewis, the ship's surgeon, were to be had from more than one viewpoint with the arrival of the big steamer yesterday from the Orient.

The topic of discussion among the passengers who heard of the sensational fray was what would be its outcome. It was reported in a number of places where the affair has been a choice morsel of gossip that when the liner goes out again to the Orient there will be another captain on the bridge and another medico to look after the ill of the passengers. The principals in the affair both come back to face General Manager Schwerin well fortified with ammunition in the way of depositions and affidavits made by those who happened to be in earshot and view of the encounter.

SAYS HE DID NOT STRIKE. “I did not strike the doctor,” said Captain Saunders. “I merely took the position that any skipper would to a member of his crew who questioned his orders. He tried to strike me, and I simply held him off.”

Says Dr. Lewis: “The captain called me an unmentionable name, struck me, knocking my hat off, and kicked my shins. Any man would have retaliated but I could not, as the mate held me.”

The story of the mix-up, as it was generally related in the smoking-room and at mess, is as follows: On the morning of December 24 the Manchuria, being outward bound for Hongking, was swinging at anchor in the bay at Nagasaki. Dr. Lewis had received an invitation from Dr. Bowie, the quarantine officer at that port, to tiffin. He asked First Officer Rice for permission to go ashore, and the latter told the doctor that he could do so as soon as the cargo was discharged. That was 11 o'clock. At the hour of 12 Dr. Lewis, having attired himself in his shore clothes, went forward to see if the cutter was ready.

He met Captain Saunders. “You cannot go ashore,” the captain is alleged to have said, upon seeing the physician prepared for his jaunt on land.

“Is that some new order,” inquired Dr. Lewis with the proper amount of respect.

“I'm not explaining my orders to every Tom, Dick and Harry,” retorted the skipper of the liner, tugging at his whiskers.

“I don't consider myself on the Tom Dick and Harry class,” came from the medico, with some heat.

Here it is said that Captain Saunders' voice assumed the pitch he might use from the bridge.

Don't give me any of your sass,” followed by the words of a spectacular brand.

HAT KNOCKED OVERBOARD. Then the skipper's right shot out and Dr. Lewis' hat went overboard, where it floated lazily on the water, while for a moment the surgeon shifted on his feet. They were at close quarters now with clinched hands and blazing eyes. But just then, when Dr. Lewis might have exerted some of his youthful and athletic vigor the first mate came along and put forth a restraining hand, forcing the physician to the rail, where it is said Captain Saunders began to beat a tattoo on the doctor's shins with either his right or left foot, until the chief engineer appeared upon the scene and reminded the captain that others were looking.

The participants retired to their corners for the night. Next day it is said the doctor failed to salute his superior officer and there was some talk about a preference to salute Chinese, and an attempt on the part of the captain to worry the surgeon into another round, but the combat was not continued. On the remainder of the voyage to Hongking and back to this port again there was nothing to divulge the secret save an icy coolness between the man on the bridge and he who cools the fevered brow of the seasick.

Large ones, small ones, narrow ones, broad ones. Collars for hunting dogs and collars for lap dogs. Collars that will make a cur look like a dog and collars that will make a pure bred have that feeling of scorn for all other dogs.

And then those collars for cats and then more collars, and all of them just at hand this week per “Virginian.” Dog tax time is here, give your dog a new collar to go with the 1909 tag.

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