

Lissner Finds West Supports Ship Subsidies Shipping Board Commissioner Completes Tour of All Larger American Seaports on Merchant Marine Laws Section 28 Is Denounced

Sentiment at all American ports throughout the Middle West generally is in support of the Lissner bill, Commissioner Meyer Lissner said yesterday. Mr. Lissner, who recently completed a tour of the principal seaport cities with Commissioners Chamberlain and H. H. Benson, returned to New York yesterday after a meeting of the American Steamship Owners' Protective and Indemnity Association.

The purpose of the hearings, he said, was to determine the adequacy of American shipping to handle the foreign trade before enforcing section 28 of the Jones law, which prohibits the use of railroads for exports and imports carried by United States vessels. During the tour the commissioners frequently were invited to address chambers of commerce and business organizations on merchant marine problems.

There was not an opposing note in the general approval of government shipping bills. The Lissner bill, "Business interests were aware of the importance of American ships for our trade and expressed their approval in the warmest terms."

Asked about the prospect for the marine bill, he said that the program of Congress, as he understood it, was to bring the bill up in the House shortly after the election in November, and that it would be ready for the Senate by the time the regular session began in December. The Senate will consider the annual appropriation bills.

Amendments to the subsidy bill at the suggestion of laborers apparently have satisfied all of them except Andrew Furuseth, president of the International Seamen's Union, who is irremediably opposed to the bill.

In contrast to the support of the marine bill, he said that there was widespread opposition to enforcement of section 28 on the part of shippers. The only ports where enforcement was Los Angeles, where there are no commodities moving under export rail rates, he explained.

It was learned from Mr. Lissner yesterday that the Shipping Board had reduced its annual payments to the protective and indemnity association from \$5,000,000 to \$3,000,000 a year. This was done through the withdrawal of the vessel from insurance through this organization.

Table with columns: Destination, Date, Ship Name, Agent. Includes entries for Leighton, Santos, Aug 17; Due Saturday; Due Sunday; Due Monday; Due Tuesday.

Outgoing Steamships NOTE—Mail information will be found on Travel Page, Eighth Column.

Foreign Ports Arrivals CHRISTIANSTAD, Sept 10—Hellig Olaf (Dan), New York; Songvarg (Nor), New York; Hobboken (Dan), New York; Hobboken (Dan), New York.

City Island Bound South—Sirrah (Dk), Immingham via Boston for New York, schrs Daniel for Providence, Oct. Clifton, S. I. Alarch, Herndon, to Furness, Withy & Co. Pier 4, Bush Docks, Bklyn.

Passenger Ships Due Due To-day: Majestic (Br), Hampton Sept 5; to White Star Line with mails; is expected to dock afternoon at Pier 58, N R (West 44th St).

By Independent Wireless Tel. Co., Inc. (Positions at noon unless otherwise specified) Atlantic-Exxon 220 E Cape May 10 AM

Radio Corp. of America Acropolis 494 E. Ambrose Sept 10; Afrodita 705 W. Ambrose Sept 10; Africa 3,074 E. Ambrose Sept 10.

Departures ANTWERP, Sept 7—West Inckip, New York; LIVERPOOL, Sept 7—Grelbank (Br), Philadelphia; Ph. Silver Star, Ketchikan; Volga (Br), New York; 10th, Canada (Br), Boston; MIDDLEBROUGH, Sept 7—Monsieur (Br), Philadelphia; Monganella (Br), San Francisco; Shields, Sept 7—Bergeland (Nor), New York; Glenmore (Br), Boston; LONDON, Sept 7—Methven (Br), Montreal; Venetia (Br), New York; GIBRALTAR, Sept 7—Orava (Ital) (from Trieste), Savannah; YOKOHAMA, Sept 7—Eastern Sailer, Philadelphia; BARRY, Sept 7—Aireide (Br), Parkhaven (Dk), Boston; DUNDREY, Sept 7—Stammore (Br), Philadelphia; HONGKONG, Sept 7—West Ivan, San Francisco.

Maritime Miscellany SAN FRANCISCO, Sept 11—Medon, idle steamer, left for San Francisco, Sept 11, according to meager reports, but was engaged in passenger and freight service between Bay Islands and San Francisco, and was found abandoned and laborer coast. Scene of wreck in Bay Islands, in Strait of Amour, where British cruiser Raleigh was lost recently.

American Ports BALTIMORE, Sept 11—Arrived: Borge (Nor), Tuxpan; Blydenick (Dk), Rotterdam; Cardif, Wisniewski; Boston; Gaines (Nor), Port Mary; Manali; Fort Maria; Key West (Nor); Philadelphia; Filmore; Dalquist; Blydenick, W. Coast.

U. S. Board Has Hearing On Grounding of Ship S. S. President Harding Sent to Drydock Here as Extra Precaution Captain W. E. Griffith, manager of operations of the Shipping Board Emergency Fleet Corporation, yesterday started an inquiry into the cause of the responsibility for the grounding of the liner President Harding in the mud of the River Weser, near Bremen, on her last voyage.

Wilson Line Contract Goes to Pusey & Jones The Wilson Line, of Wilmington and Philadelphia, has awarded the contract for two day-passenger steamers for \$529,000, total cost to the Pusey & Jones Company, of Wilmington.

Barber Line Plans to Reopen Trade Routes The Barber Line is making plans to re-enter the French and River Plate services, which were assigned to good authority yesterday. The company will buy ships for these routes and resume the trade which it had before the war.

Will Refit S. S. Louisiana Prospective bidders for the reconstruction of the S. S. Louisiana, owned by the Texas Company, had an opportunity yesterday to inspect the vessel out of the yard at the River Plate and Repair Company in Brooklyn. Offers on the work will be received by the company until September 21.

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