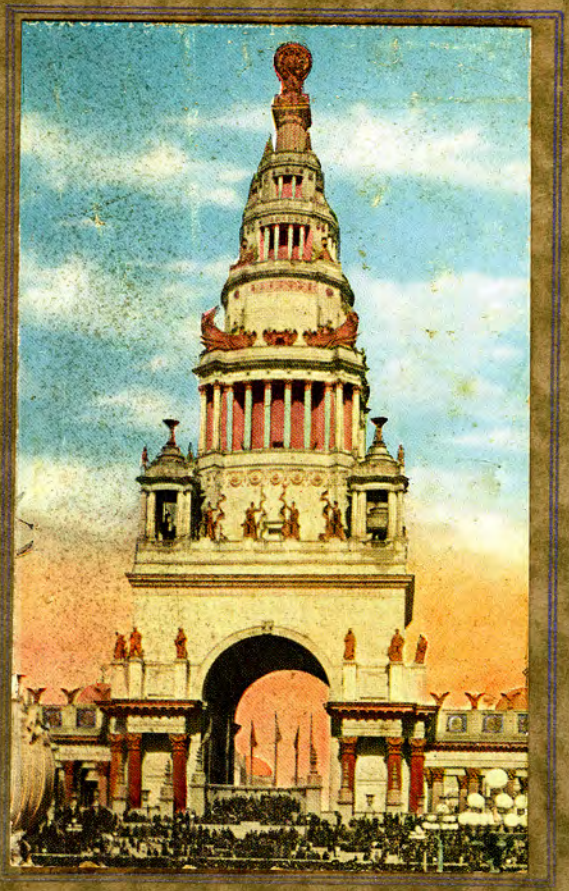
U.S. CUSTOMS

AND

KINDRED SERVICES



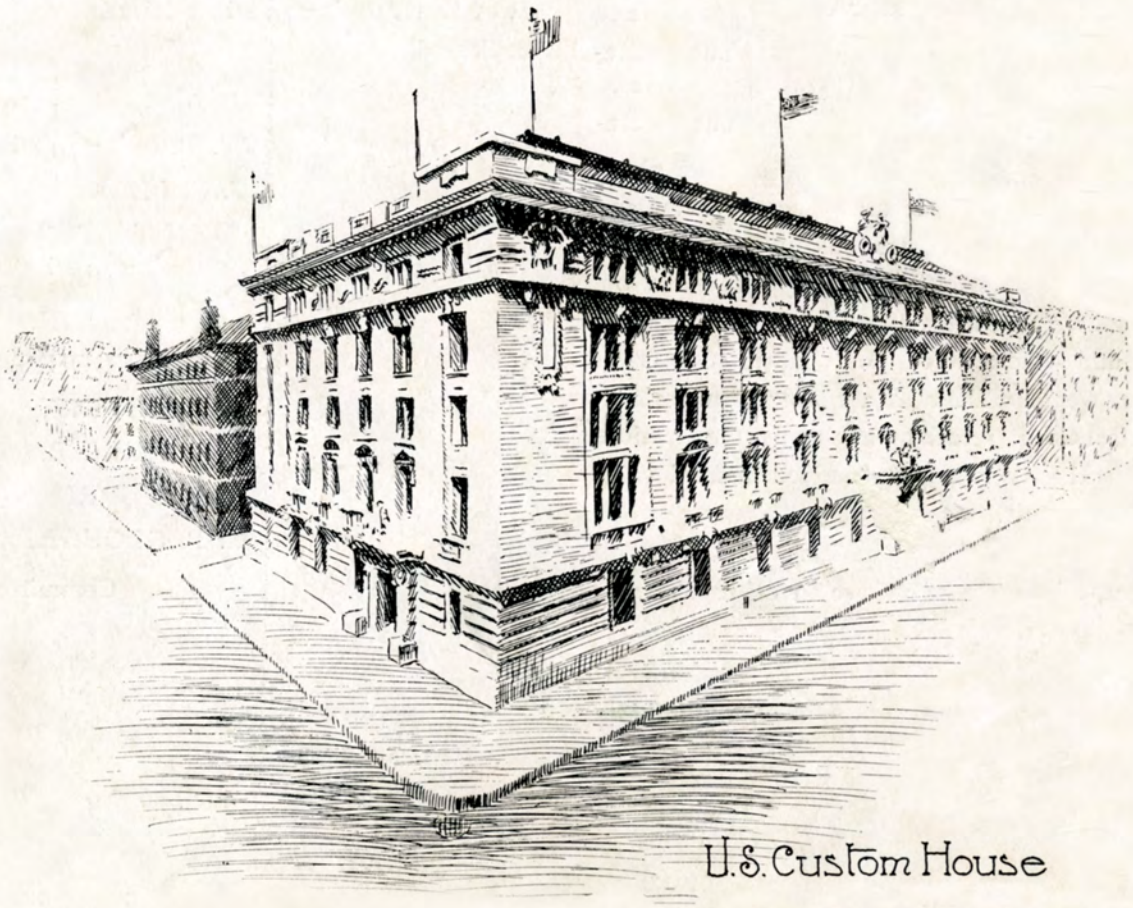
SAN FRANCISCO

U. S. CUSTOMS

AND

KINDRED SERVICES

San Francisco, 1915



U.S. Custom House

SAN FRANCISCO, CAL., 1912.

FOREWORD

Time, the great healer of our sorrows, in its onward flight, often also causes to grow dim in our memories those happier times, the recollections of which we would like to retain. Thus the printed word and picture causes us to pause and on the wings of reminiscence we are taken back to the days of long ago.

With that object in view this souvenir book is presented to the employees of the United States Customs Service at San Francisco and their colleagues of the waterfront. The caricatures, the prose and the verse are all the product of the "boys" of the front.

As the years slip by there is no sweeter pleasure than to vividly recall places, events, and persons, whose memories link us to the early days of our lives. In memory of those old friends whom in life we knew and loved in our work and whom have now passed the Great Divide, we have devoted a space, knowing that their faces will recall many happy recollections which will greatly add to the sentimental value of this souvenir.

When the years to come have wrought their changes, and some of us are in other walks of life or have answered the call of the Mighty Inevitable, then those who still remain in the service and who were associated with us, will find a pleasure in the perusal of these pages.

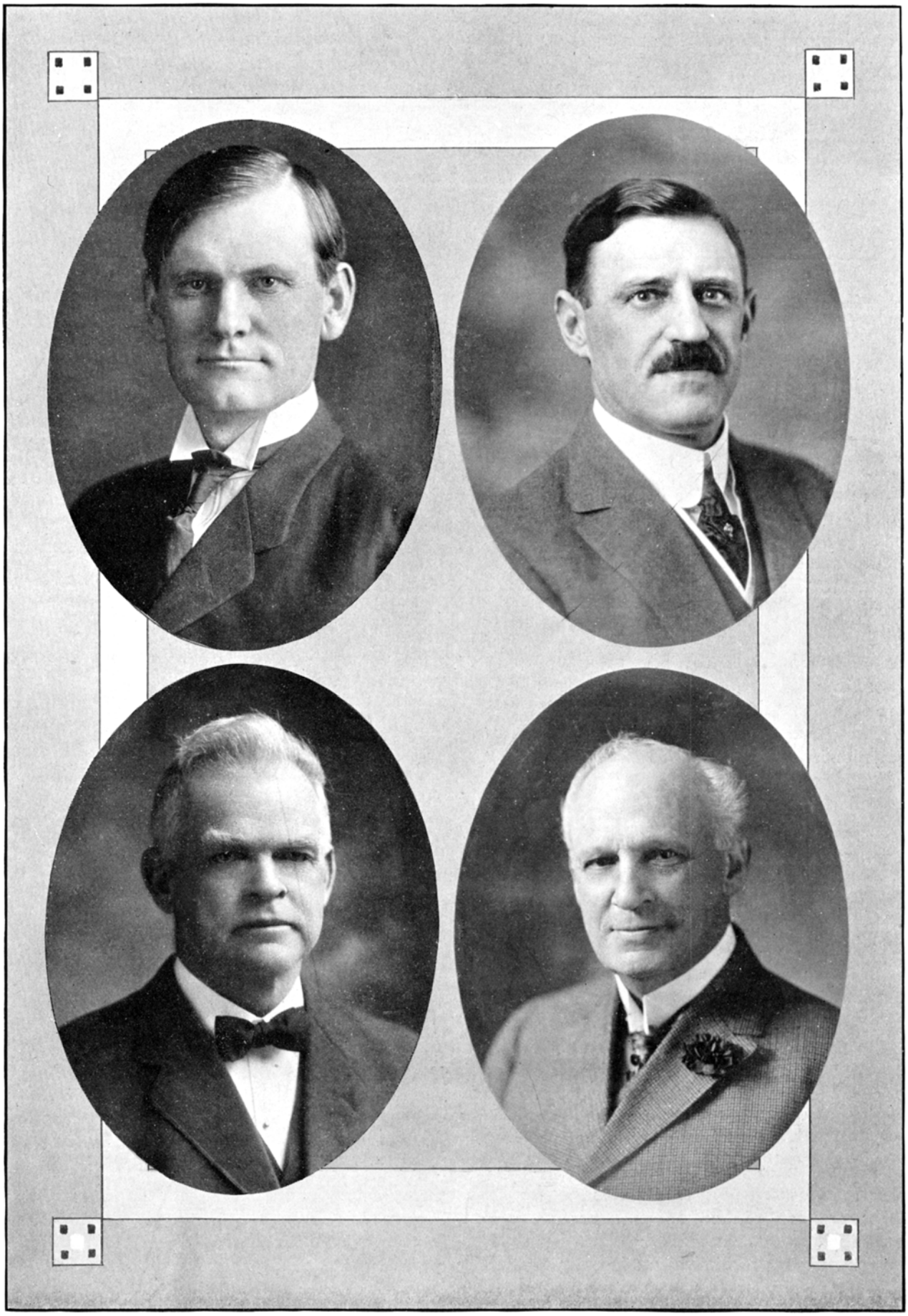
To all those who have so willingly and competently aided in the work necessary to the publication of this volume, our best thanks are given.

To the United States Customs Service at the Port of San Francisco and its friends, this book is dedicated.

Sincerely,

W. B. HAMILTON,
C. G. PERKINS,
JOHN T. STONE,
C. J. EVANS,
E. W. MASLIN,
V. J. LINDQUIST,
P. B. DEVINE,
L. A. HEINER,
E. B. MORRIS,
G. P. GLOUGH,

Committee.



J. O. DAVIS
Collector of Customs

ED E. LEAKE
U. S. Appraiser

JUSTUS S. WARDELL
Surveyor of Customs

JAMES H. BARRY
Naval Officer

The Customs Service

By E. B. Morris

The Customs Service! What visions the words conjure? Smugglers, pirates, ships laden with treasure from every sea, the gold and silks and spices of the Far East, plots and counter-plots, and through it all, and ever in the spot-light, are the brave and honest officers of the service.

What material for the olden melodrama, or for the "movie" of the present day. To the customs officers, which our "Uncle Samuel" has set to the task of collecting his revenues, these visions have been brewed down in the pot of experience till they have found many dregs of arduous labor, to dull the piquant spice of romance.

In spite of the fact that the glamor supplied by those who have never "walked a stringer in the night" soon fades when once the uniform of the service is donned, it is still a fact that few occupations, if any, so grip one as completely and holds one so long in the harness an alert and interested worker, as does the Customs Service.

Even those who leave the work and take up other lines, forever keep a place in their hearts for the "Old Service," and scarcely a week passes but some "Old-timer" drops back to his old haunts seeking again to clasp the hands of the "Boys of the Waterfront."

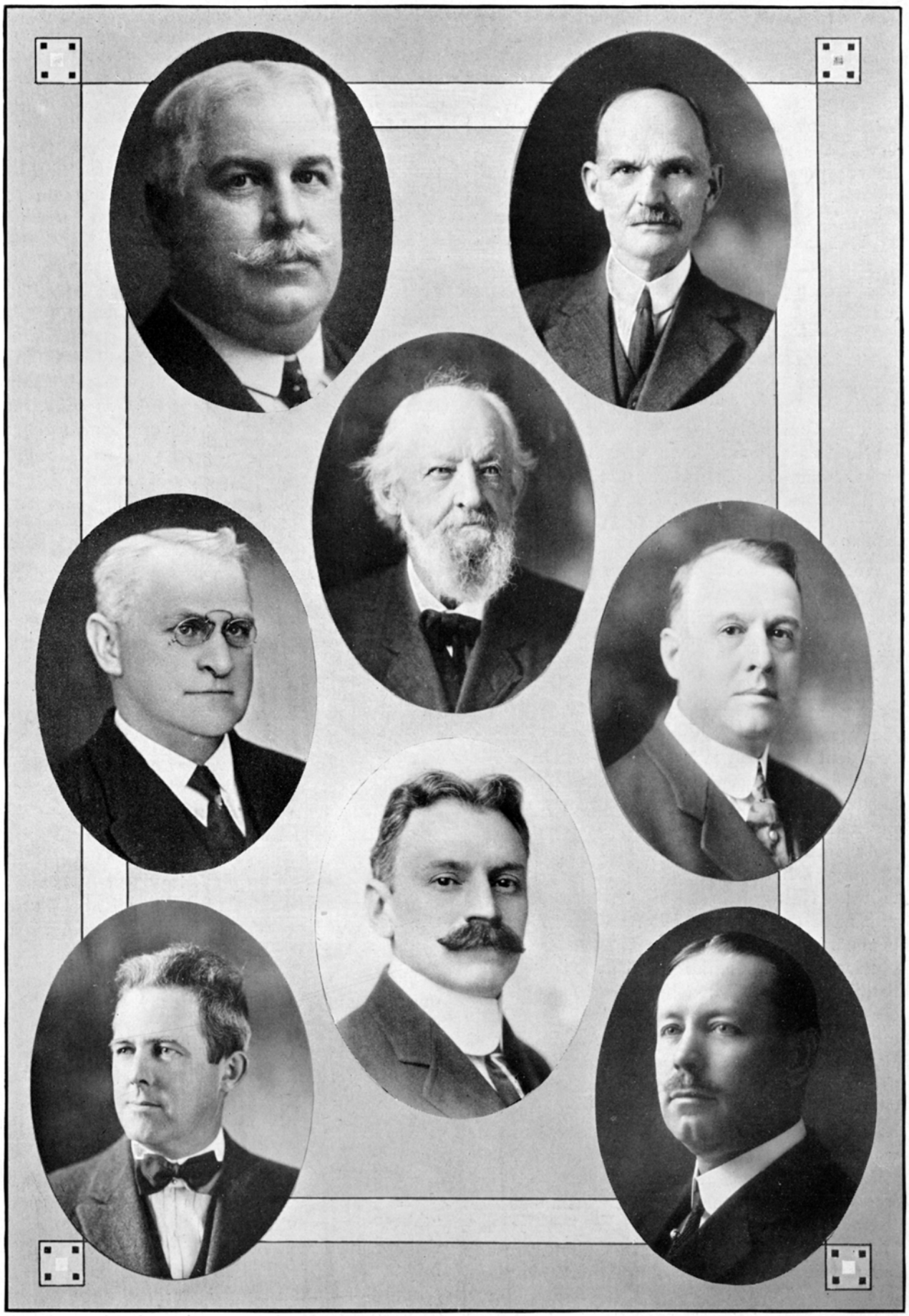
The Customs work is a big work and one worthy of measuring the talents of the best. From the work of the Customs comes the greater part of that golden stream which supplies the life current to our great nation, and in doing this work which not only supplies the revenue for the country, but also protects and safeguards the importer, there is ever demanded a quality of judgment and executive ability which comes only from a high order of trained ability.

Like all big businesses the collecting of the Customs revenues has been systematized in order that the National Government may receive its dues with the least possible expenditure. The work at the great ports is divided and subdivided and experts placed in charge of each department.

Differing from the system of "rotation in office," which was in effect in the early days of the Service, most all the men of today are Civil Service men, many of whom have been "on the job" for more than twenty-five years and some of whom reach close to the half century in service. Now, only the heads of the big departments are presidential appointments and these positions are given to men of undoubted integrity and known executive ability.

Thus in the systematizing of the Customs work we find men who board the incoming vessels to see that the ship has her proper documents and that the passengers' papers are ready for the Inspectors at the piers. Men who deliver the cargo from the piers to the owners. Men who appraise the values of the merchandise. Men who classify and decide the rate of duty of imported goods. Men who collect the actual money. Men who keep the books and men who audit the books. Men who assist those concerned in the entrance and clearance of vessels. A thousand details and each detail the sole care of some one man or office. The whole making a great machine.

As stated, the Customs work at all big ports has been systematized and a regular procedure adopted in passing the various documents through the maze of rooms and desks. Thus a business has developed. The preparing and passing through the Customs of the necessary documents incident to the importation of merchandise is an important work and calls for a wide knowledge of Customs procedure and shipping business technicalities.



DEPUTIES AND HEADS OF DEPARTMENTS

W. B. Hamilton — C. L. Brown

N. S. Farley — E. W. Maslin — J. T. Stone

C. G. Perkins — Luther Osborne — W. H. Tidwell

Men who have the requisite ability and integrity are granted authority to perform for others this important business and are known as Customs' Brokers. By their employment, regular importers lose no valuable time and the occasional importer is relieved of the cares of the uninitiated, while the whole system is benefited by the work being performed in a scientific manner by men familiar with the general routine.

In connection with the work of collecting the Customs revenue there are several other departments of the Government, which are separate but which work hand in hand with the Customs. Among these departments are the Immigration, the largest and with probably the most work, the Public Health Service and the Horticultural Quarantine Service. Many other Government departments intertwine their work with the Customs in safeguarding the public in preventing the entrance of impure foods, meats, drugs, etc., and each of these fit into and form a part of the big machine.

Not only at the large cities on our coast lines are Customs Houses, with their intricate systems, located, but at cities in the interior, in fact wherever the needs of commerce command, they are situated.

The Customs Service is directly under the guidance of the Secretary of the Treasury, and the present incumbent of that portfolio, under President Woodrow Wilson, Hon. William G. McAdoo, finds himself the chief of a service stretching both ways across the continent and occupying many stations abroad.

At each place a system and equipment in keeping with the needs of the Service is maintained. Hardy fellows on the hurricane deck of nimble cayuses may be found patrolling the boundary line between the United States and Mexico, while a similar detail in furs and with their faithful dogteams perform their duties in the frozen north along the Alaskan and Northern United States-Canadian border. In Hawaii, Porto Rico and the tropic Philippines, far from their native land, the Customs men have long been on the job, and as a monument to their honesty and efficiency stands the record of their work done in Cuba, San Domingo and Persia, where, upon request, our nation permitted those foreign governments to take American experts to gather their revenues and to handle their finances during periods of stress. Their results in every instance forms a record worthy of emulation.

If the work of the Customs Service in general is enveloped with a veil of romance, how much more so must be the Service at this Port. The "Golden Gate!" What a pulling force of lure! What history! What sentiment! What ships have sailed through those portals, bearing their cargoes and passengers, among whom were those stalwarts who later aided in making such a history! To the ordinary mortal the attempt to do more than present a few of the barest facts in relation to the beginning of American jurisdiction in this wonderful land is an impossibility.

According to history the Mexicans established a port at Monterey and the Commandant's office was also the Custom House, that official being "the Captain, Cook and Crew," or in the parlance of later days "the whole works." From the same source it is learned that on a certain day in 1817, the lookout at Monterey sighted a ship making for the harbor.

The Commandant ordered his best uniform, his spy glass, and his chart showing the flags of all nations. This chart, it may be added, was at that time (1817) a perfectly good chart, having been published but a half century previous. Slowly the ship came to position. Down came her sails and out went the anchor. The Commandant peered anxiously through his glass. Never had he seen such a flag. Such wonderful stars and stripes. He looked at his chart and consulted his officers, but no results. It was a case of "nobody at home."

Finally the long boat put out. The Commandant marshalled his soldiers in the square and when the boat was in hailing distance directed that only two would be permitted to land. His order was evidently understood for the boat put back through the surf, leaving a tall lanky individual in a long black coat and high boots and a companion who was at once recognized to be of Mexican birth.

The two were escorted to the Commandant's quarters and closely questioned, the Mexican acting as the interpreter.

"What flag do you fly and from where do you hail?" asked the Commandant.

"The flag of the United States and I come from America," answered the Yankee skipper.

This caused another consultation and a further perusal of charts and maps.

"A pirate," ventured one of the officers. "Loco," said another. "Possibly both," concluded the Commandant. And turning to the captain he informed him in explicit terms as to what he thought of his talents and veracity.

Finally the Yankee was given five hours to fill his water-barrels and hoist sail. Such was the

first recorded welcome given an American ship at a California port.

Later the American flag became well known on this coast, as many whalers brought out goods from the Eastern States around the Horn and sold or traded them here, before going to the whaling grounds.

A large traffic in hides from this coast to the East developed and in 1842 the Custom House at Monterey was of such importance as to cause the appointment by the Mexicans of a regular Customs force which worked, however, with the military. At that time a tax of 45 per cent was supposed to be charged on all imports and as money was scarce mostly supplies were taken for duties. History also tells us that the officers in charge of the revenue paid but small attention to schedules laid down by the Mexican government and entered into many amazing schemes with the foxy traders of that period.

Finally came American occupation and jurisdiction and a new order of things began. On July 8, 1846, Captain Montgomery of the sloop-of-war "Portsmouth" raised the American flag in the plaza of San Francisco and proclaimed the city to be under the jurisdiction of the United States.

Shortly after the raising of the flag Captain Jas. L. Folsom of the United States Army and formerly an instructor at the Military Academy at West Point, and at that time acting as Quartermaster to the military forces here, was appointed the first Collector of the Port of San Francisco, and from that time to the present, the records, which have been well preserved show the wonderful growth and marvelous changes that have come to pass.

The finding of gold in California shortly after the incidents related above sent tens of thousands from the eastern part of the United States across the plains, across the Isthmus of Panama, and around the Horn, all bound for the new El Dorado, where one might gather up a fortune for the taking. All this influx made trade and although most of the merchandise came from the home cities of the East, other nations made their bids for their share of the trade and the trim big sailing ships from every nation in the world brought their cargoes to famed California.

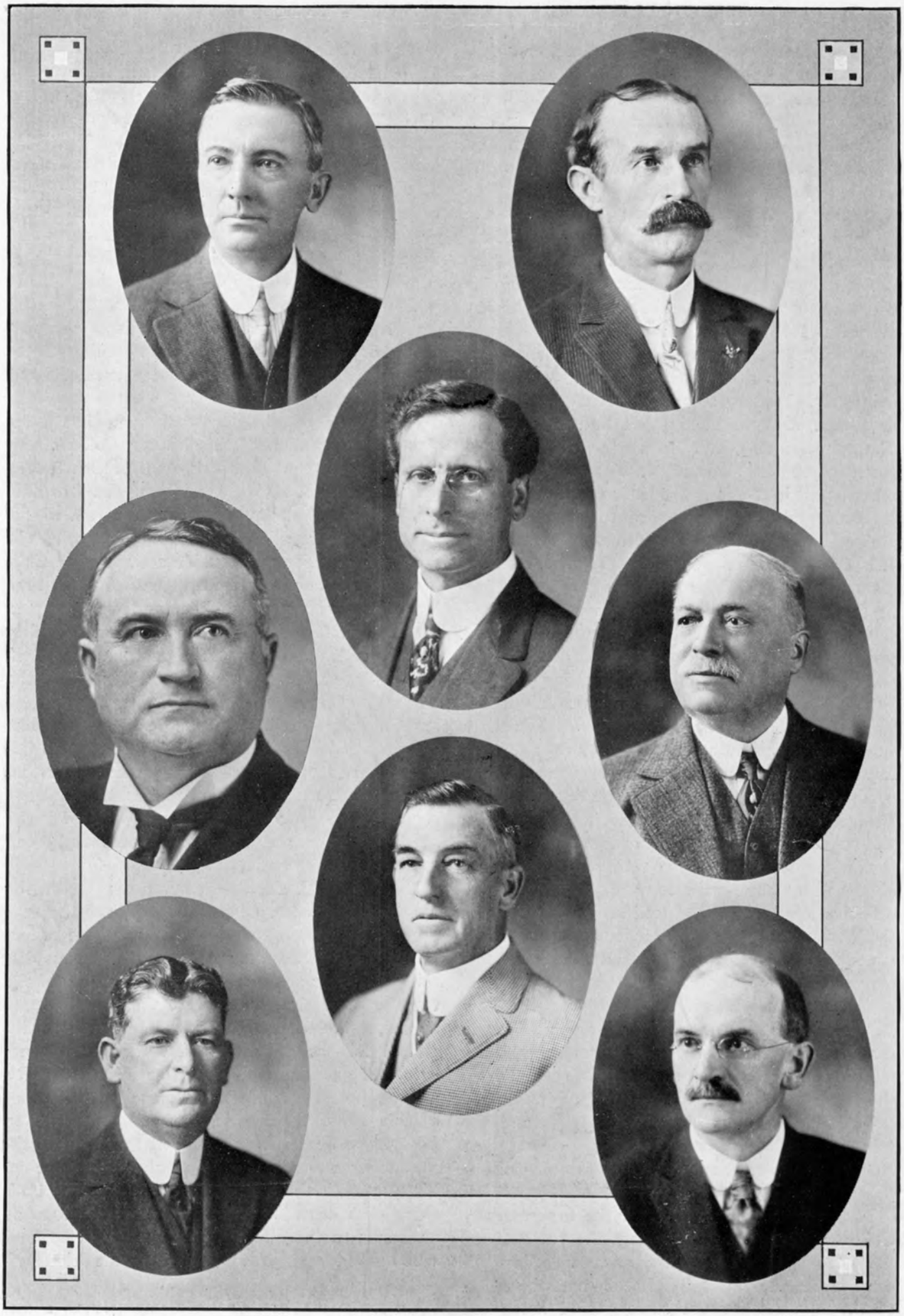
The reports of Col. Folsom, the first military Collector of Customs show that the value of exports from this port for the quarter ending December 31, 1847, was $49,597.53, and the value of the imports for the same period amounted to $53,589. As a contrast, the value of the exports for the year ending October 31, 1915, was $82,111,484.00, and the value of the imports for the same period reached the figure of $78,611,-006.00. Also as a comparison of the ever-increasing work at this port, the statistics of T. Butler King, the second civil collector of the port, show that during the three years from 1849-52, 74 vessels claiming and entitled to be called "clipper" ships, "entered" at this port. Among them were the "Col. Fremont" in May, 1849, the "Aramingo" in May, 1852, while the "Flying Cloud" is listed in August, 1851, with a record of 89 days from New York. The records of the port show for the period of one year ending October 31, 1915, that 2,724 vessels entered, and cleared.

The home of the Customs men has been changed a number of times since Col. Folsom first took charge of the work. At that time (1847) a long adobe shack on the plaza was Customs headquarters, but the Government at once built a new four-story brick building with the old Spanish balconies and outside stairways at California and Montgomery Streets. At the time it was a most imposing edifice and was occupied first by Collector Col. James Collier, the first regular civil appointee to the post, and his staff.

This fine building was burned in one of the numerous fires of the period and while T. Butler King, the second collector, was in office. The fire occurred May 28, 1851, and the Customs Offices were again moved to temporary quarters at Kearney and Washington streets, till the large structure known as the "Custom House Block," at Sacramento and Sansome streets had been completed.

One of the incidents in connection with the burning of the first Custom House was the saving of the records and the treasure. The collector, T. Butler King, evidently of a pompous disposition, made as much capital as possible of the transfer of funds. These were placed on wagons and surrounded by thirty large men, specially picked for the occasion and armed with muskets and cutlasses. King, himself, armed with a huge horse pistol, placed himself at the head of this war-like party and solemnly paraded to his new offices. The spectacle was a mirth-producing one and before Collector King reached his destination the streets were lined on both sides with crowds that took his precautions as an insult to the citizens of a peaceful city, and who jeered and joked the cavalcade unmercifully.

To make matters worse, a young man about town, named Frank Ball, wrote a song about



HEADS OF DEPARTMENTS

E. P. Matteson — W. J. Dougherty

J. D. Whalen — C. J. Evans — Chas. H. Blinn

H. E. Farmer — C. A. Reynolds — T. J. Barry

the incident with many verses which he sang to a well-known air at the many gatherings of his happy fellows. It took like wild-fire and Ball had a number of copies struck off and it is said sold as many as 500 in a single night at one dollar a copy. The papers took up the joke and the Collector became the target at which all wits of the time proved their pieces. Finally King called Ball to his office and gave him a position as Customs Officer. The singing of the song ceased. No more copies were printed and the incident was soon forgotten, much to the satisfaction of the Collector.

The next Government structure for Customs purposes was erected at Washington and Battery streets, and was begun in 1854, and here headquarters remained till it was moved to the Appraisers' Building, next door, when the building of 1854 was torn down to provide a site for the present magnificent building which was completed in 1911.

The fine brick building, occupied by and known as the Appraisers' Building, was begun in 1873 and was finished in 1875. One of the incidents still related by the veterans of the service was the finding and removal of a thirty-ton schooner in the ooze of the filled-in land when the excavating operations were begun.

Since the days when Col. Folsom was in charge of Customs work at this port there have been many chiefs and most of them have left some mark of their individualities behind them. Herewith is a list of Collectors of the port beginning November 12, 1849, to the present time, and also a list of the Naval Officers since September 30, 1850:

James Collier, November 12, 1849, to January 14, 1851.

T. Butler King, January 15, 1851, to January 16, 1853.

Beverly C. Saunders, January 17, 1853, to June 3, 1853.

R. B. Hammond, July 1, 1853, to September 20, 1855.

Milton S. Latham, September 21, 1855, to June 30, 1857.

B. F. Washington, July 1, 1857, to May 31, 1861.

Ira P. Rankin, June 1, 1861, to May 31, 1863.

F. F. Low, June 10, 1863, to August 31, 1863.

W. B. Farwell, as Naval Officer, acting, ad interim, September 1, 1863, to September 30, 1863.

Charles James, October 1, 1863, to December 5, 1865.

John F. Miller, December 6, 1865, to February 20, 1870.

T. G. Phelps, February 21, 1870, to June 10, 1872.

Thos. B. Shannon, July 1, 1872, to July 31, 1880.

E. L. Sullivan, August 1, 1880, to May 14, 1884.

W. H. Sears, May 15, 1884, to October 31, 1885.

John S. Hager, November 1, 1885, to May 22, 1889.

T. G. Phelps, May 23, 1889, to May 31, 1892.

John H. Wise, June 1, 1892, to May 31, 1897.

Jno. P. Jackson, June 1, 1897, to September 25, 1900.

Stanley Jackson, acting, September 20, 1900, to November 30, 1900.

F. S. Stratton, December 1, 1900, to August 18, 1913.

J. O. Davis, August 18, 1913, to—

NAVAL OFFICERS.

Jacob A. Cost, September 30, 1850.
W. B. Dameron, March 26, 1853.
Frank Tilford, May 11, 1858.
W. B. Farwell, July 26, 1861.
Noah Brooks, February 15, 1866.
Thomas Gray, September ?, 1866.
Andrew J. Bryant, March 2, 1867.
Geo. W. Bowie, April 26, 1869.
Edwin G. Waite, March 15, 1873.
Edwin G. Waite, March 16, 1877.
B. J. Watson, May 7, 1881.
Stuart Taylor, February 17, 1886.
Edw. T. Danforth, February 17, 1890.
John P. Irish, February 17, 1894.
George Stone, February 15, 1910.
James H. Barry, August 25, 1913.

Of the personalities of the very early Collectors and their assistants we have small record, but of some of later dates there are still those in the service who remember them well, and who delight to recall old times through the medium of reminiscence. On this subject one of the veterans says:

"Collector Eugene L. Sullivan was a man of fine personality, six feet tall, straight as an Indian, a careful dresser and with a suavity of manner seldom surpassed. He was in the diplomatic service before taking his office here and was known as the 'Dolly Varden' Collector.

"Timothy Guy Phelps was Collector twice, and was sometimes 'on the quiet' called the 'Sinker' Collector on account of his fondness for doughnuts and coffee at lunch.

"To John S. Hager fell the sobriquet of the 'Elevator' Collector, for he it was who had installed the first 'lift' in the Custom House.

C. S. FITZSIMMONS

C. A. OSBORN

JOHN H. McCALLUM
Harbor Commissioner

LEE HIBBARD

R. H. WILLCOX

CHAS. T. COOK

W. I. KIP

S. A. DAVIS

T. C. EAGER

C. C. WESTOVER

T. W. SCOTT

C. L. MARPLE

E. C. LIND

F. B. SHARPE

GEO. P. CLOUGH

"No list of Customs employees would be complete without the name of E. B. Jerome, who was considered during his time as one of the best posted men in the service and was the 'man at the wheel' under several Collectors. Jerome was aide on Col. Ed. D. Baker's staff at Ball's Bluff, when the latter was killed in an attempt to capture that point on October 21, 1861, and was detailed in charge of the escort which returned Col. Baker's remains to California.

"Another soldier, General John F. Miller, was appointed Collector in 1865, just after the close of the Civil War. The General had lost an eye at Murfreesboro and was called the 'soldier' Collector."

To Collector F. S. Stratton falls the honor of having occupied the office longer than any other Collector, having held that office for thirteen years.

But better than the memory of man are the written records. And although the usual record room is a musty, dismal room, the record room at this port is a pleasing exception to the rule. The room is a huge one, well ventilated and well lighted, and generally presided over by "Tiny" Fuller, who, it is said, knows where "everything am exactly."

There under the guidance of "Loie," as Fuller is also sometimes known to his closer friends, were discovered documents signed by Nathaniel Hawthorne, the famous American author, in the capacity of American Consul at Liverpool. The documents were certificates on a crew list of the American ships "Protector" and "J. C. Boynton," that the crew of each vessel, with the exception of two men in each case, had deserted their ships at Liverpool in September, 1856. Hawthorne prior to his appointment as Consul at Liverpool was Surveyor of Customs at the Port of Salem, Mass.

That the Customs turns out her quota of public men is also evidenced by the records which show that the Hon. W. W. Morrow, ex-Congressman and now United States Circuit Judge, and the Hon. Eugene T. Loud, also an ex-Congressman, once upon a time adorned the payrolls of our service and wore the uniforms of Night Inspectors.

The oldest record book of the entrance of vessels begins with the date of March 26, 1849, and the first two names appearing are the American brig, "Mary Ellen," Egelston, master, from Salem, Mass., and the Peruvian brig-of-war, "General Gaumara," Rodriguez in command, from Callao. The first arrival mentioned being on the 26th of March, and the second on the 28th of the same month.

Among others on this record appears the name of the American ship, "Niantic," 48 tons, Cleveland, master, with 248 passengers from Panama on July 5, 1849. This vessel was later beached at Montgomery and Clay streets on the, then, bay shore and was afterward covered when the waterfront was filled in. Over her bones the famous Niantic Hotel was erected.

Down the pages of the entries of those days appear the names of vessels with odd-sounding names, for instance are recorded as early arrivals in 1849, the schooner, "Sixth of June," the brig, "New Perseverance," the brig, "Two Friends," the brig, "Gen. O'Higgins," the bark, "Will Watch," and the schooner, "Sam and Ben."

To the "California" goes the honor of being the first steamer on the Customs' records. She is described as being of 1050 tons burden, Forbes master, and arrived April 2, 1849.

As we peruse the pages that tell us the doings of the past and lead slowly to the late-departed yesterdays of our time, we are filled with wonder that so much could have been done in so short a time.

While it is a fact that California has long been settled by intelligent people no great strides in commercial progress were taken till the coming of the American Government and the later discovery of gold. New York was a great city, and many of our interior cities had taken on all the importance of modern marts when our waterfront still came up to Montgomery street, and when a bullfight was the public pastime. Nevertheless the Queen City of the Golden Gate has gathered not only from the United States, but from the world, the people for a city and putting them to the test she has cast out the sheep from the goats, made high her aim, and her worthy efforts have given her a place second to few, not only in commercial progress but in the hearts of those who have known her or her people. She is, indeed, "The city loved around the world," and although their first duty is always to their Government, the pride and pleasure of serving their country at such a port is more than half the remuneration of those in the United States Customs Service, at San Francisco, California.

CUSTOMS INSPECTORS

By Captain Joseph Head

It is rare in the public service to find a line of duties where responsibility stands so high and rests so strongly upon the character of the individual as it does upon Inspectors of Customs. The service of an inspector is performed under conditions which render close supervision impossible. No system of accountability, no scheme of discipline in matters of industry and devotion to duty and all that tends to good service, can, under the existing conditions of an inspector's employment be depended on unless it be predicated on ability of the highest order in the individual inspector. The administration of the Tariff Law is beset with difficulties and problems. The inspector is the most vital part of the complicated machinery established for its execution and in the scheme of organization, the first line of defense of the revenue itself.

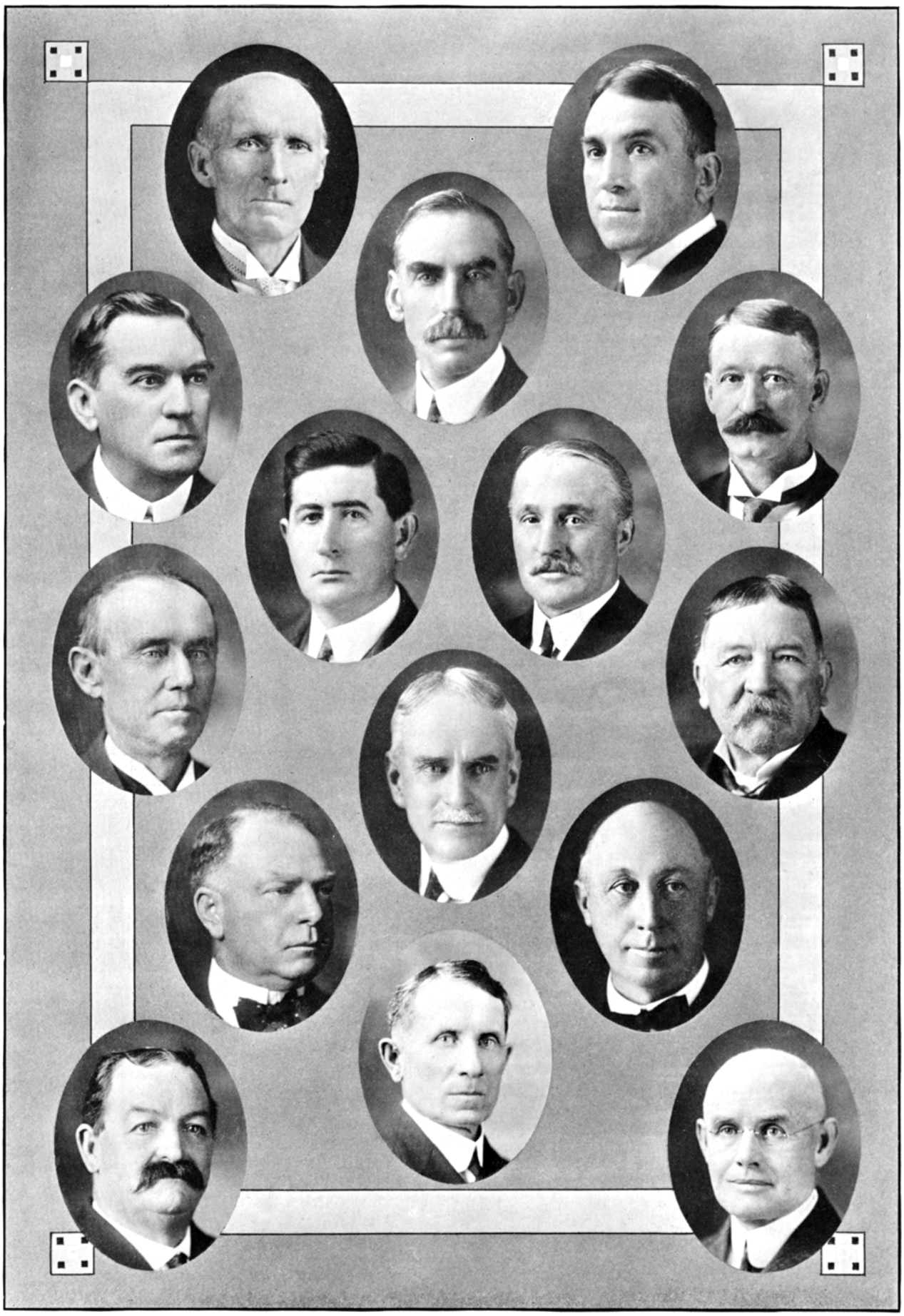
The duties of an inspector are varied and complex. He is the visible Customs law of the maritime world. Besides his regular duties—supervising under his immediate direction the disposition of every package of foreign freight, the checking of bonded and drawback merchandise, the inspection of passengers' baggage, and the detection and prevention of smuggling, he has the added duties of assisting the Immigration Service, the Quarantine Service, the Steamboat Inspection Service, the Horticulture Service, the Internal Revenue Service, the Bureau of Animal Industry, the Bureau of Fisheries, and the Pure Food Service in maintaining a strict observance of their regulations.

On him falls the duty of assisting in promoting the safety of life at sea and on navigable streams. Vessels are closely examined to see that they comply with the law as to equipment. The comfort and convenience of passengers and crew at sea come under his jurisdiction. Careful measurement of the space accorded to each are made to see that they have the amount alloted by law.

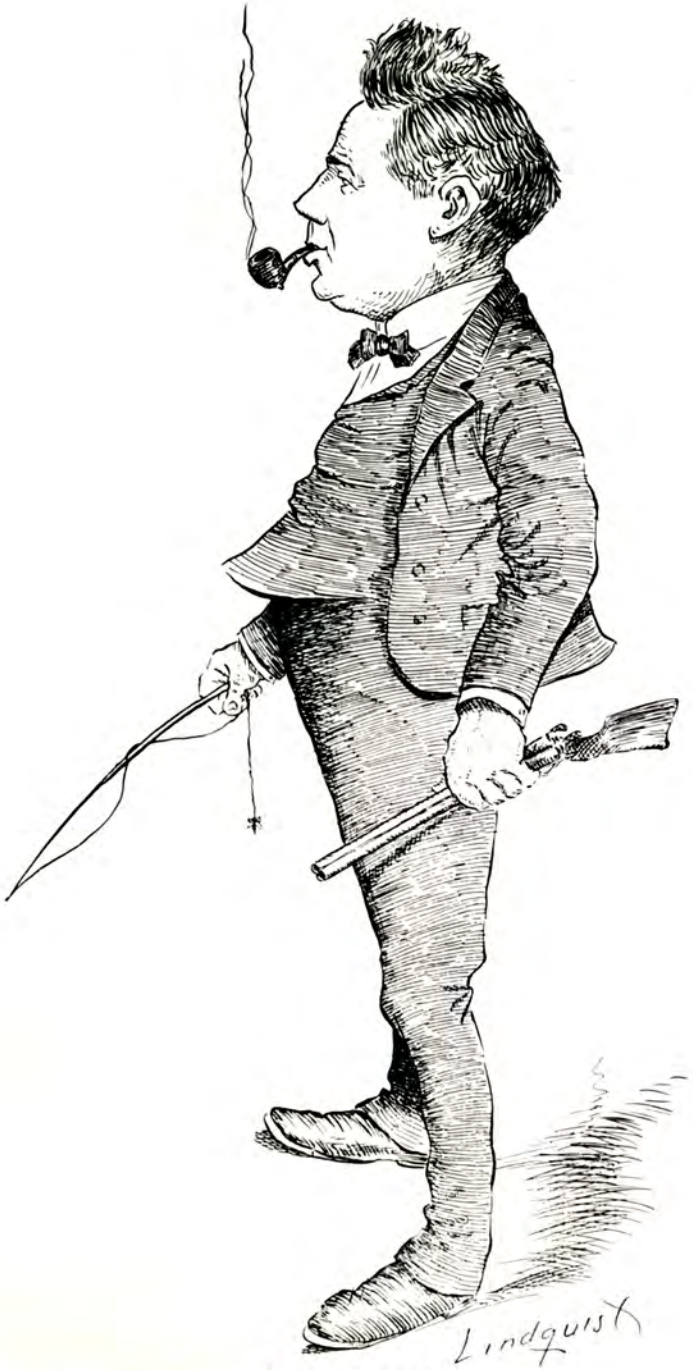
An inspector suffers from the hardship of an irregular life for his work demands much not only of his social and family life, but of his physical vitality itself. His hours of labor are uncertain both as to occurrence and duration. His offcial hours are from 7 A. M. to 6 P. M., but that is in theory only for he is often on duty from sunrise to late in the night. On Sundays and holidays the Custom House may close its massive doors and its official activity cease, but the inspector, like the Golden Gate, is always on hand to greet the commerce of the nations.

No other part of the Customs Service comes in as close a contact with the public as that of the inspectors. He comes in intercourse with individuals representing a wide range of business and social life and their respect for the integrity and intelligence of the Customs Service is measured in a large degree by their associations with inspectors. From them the thousands of passengers form their first and strongest impressions of the Customs. To the great body of sea-faring men the Customs is known through the inspectors and their estimate of the standard of efficiency maintained in the enforcement of the Customs laws is determined by the thoroughness with which the inspectors perform their duties. In the performance of inspector's duty with the travelling public and seaman in which efficiency is reached without exasperation and offense it is required that he be endowed with common sense, a judicial temperament, tactfulness, an amiable disposition, and a high moral sense.

The inspector's badge of office is a mark of honor and distinction. His work, responsible and dignified. A man's work with a man's responsibilities.

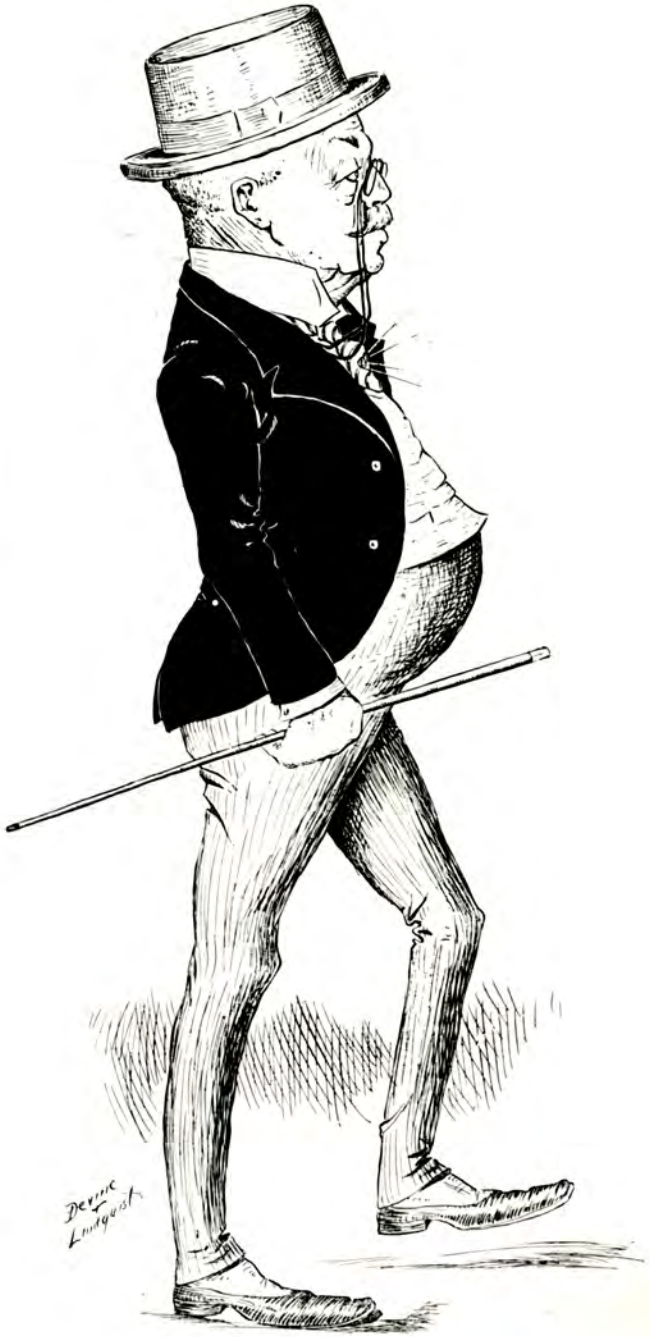


P. H. BARRETT JOHN GREENAN L. E. BEBAN
R. T. McGINNES CAPT. JOSEPH HEAD LIEUT. S. H. SACKETT D. J. AHERN
M. C. SOUTHARD E. D. KELLOGG G. M. DORSEY
C. A. KELLY EDWARD DURKIN
D. S. McKENNA E. H. HILLS J. E. MULLEN



C. G. PERKINS
Auditor
It's death to ducks, trout and statistics when C. G. starts

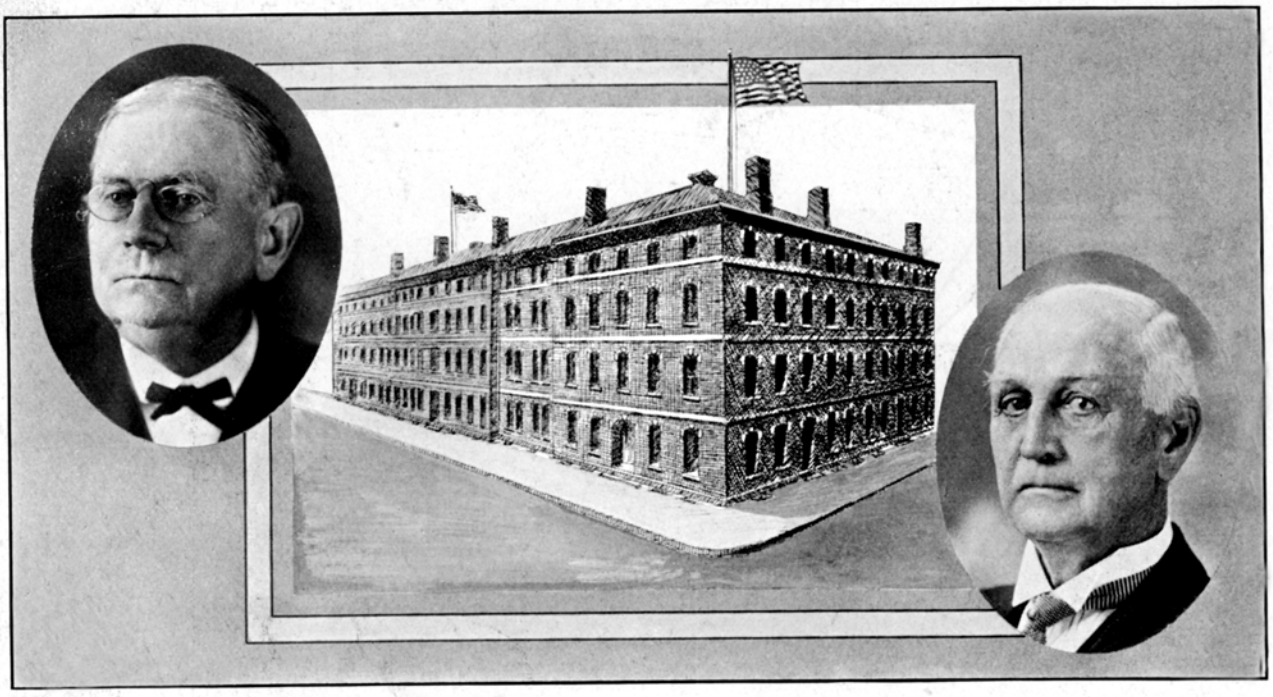
DAN AHERN
Customs Inspector



JIM MAGUIRE
Beau Brummel of the Appraiser's Department

W. H. TIDWELL
Special Agent

CAM WHITTHORNE
Assistant Appraiser
Unanimously elected Chief Chicken Inspector at the P. P. I. E. On a tour of inspection on the Zone.



CAMPBELL WHITTHORNE
Assistant U. S. Appraiser

APPRAISERS BUILDING

J. B. STEVENS
Assistant U. S. Appraiser

THE APPRAISER'S OFFICE

By Ed. E. Leake,
Appraiser of the Port.

From the available records it appears that the Appraiser's Department of the Customs in San Francisco was first established in 1852. These records are so meager that they do not furnish sufficient data from which might be written an accurate history of the administration of the affairs of the office.

In the beginning the entire force consisted of two appraisers, two assistant appraisers, three examiners and fourteen openers and packers and laborers, twenty-one in all. The force as now organized consists of one appraiser, two assistants, one chief examiner, fourteen examiners, and forty-eight others rated variously as chemists, clerks, openers and packers, laborers, etc.

As the volume of business grew and the number of employees increased there was a substantial reduction in the salaries paid. In the beginning the minimum wage paid laborers was $1,420 per annum. Now it is $840. Clerical positions that then commanded $2,160 per annum are now rated at $1,200. Examiners were paid $3,000. Now the salaries vary from $1,400 to $2,400 per annum.

The revenues on account of import duties have increased from about $738,400 in 1852, to approximately $6,000,000 for the fiscal year ending June 30, 1914. The salary roll in 1852 aggregated $49,628. In 1915 it aggregates $81,640.

The law authorizing the appointment of two appraisers has never been repealed but the practice of filling both appointments was discontinued in 1890.

The names of those who have filled the positions of appraisers and assistant appraisers, from the date of the organization to the present time, are as follows:

APPRAISERS

1852
I. Vincent Brown and George Pendleton
1853
Philip A. Roach and A. P. Sutton
1857
Philip A. Roach and Michael Kane
1861
Benj. F. Hillard, Benj. W. Mudge and John P. Zane
1863
H. M. Miller and Samuel Bridges
1870
H. M. Miller and Geo. W. Dent
1874
Geo. W. Dent and J. G. Moore.
1885
Thomas Beck, J. G. Moore and RobertA. A. Thompson
1889
A. M. Leary and R. A. Thompson

E. A. HOLMES
Chief Clerk

ANNA E. SULLIVAN

J. A. WITTY

WM. PHOEDOVIUS

FRED WEST

C. T. HUTCHINSON

F. M. AVILLA

W. H. SPILMAN

G. H. COONS

H. L. ALVES

J. M. LOWRIE

L. C. BOND

CLARENCE DOWNS

A. W. DONOVAN

D. F. BURROWS

1892
W. C. Ralston
1893
Jas. C. Tucker
1897
John T. Dare n
1908
John T. Mattos er
1913
Ed. E. Leake

ASSISTANT APPRAISERS

1852
Chas. H. Rockoortt and A. Dungan
1854
A. Walley and W. S. Sherwood
1857
Benj. F. Hillard
1861
James Baxter and Henry Marshall
1865
H. Z. Wheeler
1869
R. Ererson
1870
W. W. Battles and Fred Lux
1881
C. M. Leary and M. Webber
1883
W. H. Gratton
1885
D. Z. Yast, Robert Thompson and Jas. E. Tucker
1889
Jacob Shaen
1893
J. B. Stevens
1894
R. P. Doolan
1913
Campbell Whitthorne

The Appraiser's Department is located in what is known as the Appraiser's Building, corner Sansome and Washington streets. This building was completed in 1878 or 1879, and at a time when the commerce of the Port of San Francisco with foreign countries was not very extensive. At that time it was designed to house not only the appraiser's offices and store-rooms for the examination of merchandise, but also the special agents of the Treasury Department, Marine Hospital Service, Revenue Cutter Service and the United States District and Circuit Courts.

The removal of the courts to the new post-office building materially increased the space available for the handling and examination of imports and the contemplated removal of the United States Surveyor-General's office will add still more room. But the import trade is increasing to such proportions that the facilities afforded by the building are wholly inadequate, and there is an urgent demand for a new one that will match in architecture, construction, arrangement and equipment the splendid new Custom House recently constructed in the same block.

For the information of those who are not brought into personal contact with the Appraiser's Office it may be stated that the appraiser of merchandise is appointed by the President, by and with the advice and consent of the Senate. While the term of office of the Collector, the naval officer and the surveyor is fixed by law at four years, there is no term fixed for the appraiser and he continues to hold during good behavior or at the pleasure of the President.

The duties of the appraiser, as defined by law and regulations, are to ascertain by all reasonable means and ways the usual wholesale market value of imported merchandise and appraise it accordingly. He is also required to describe merchandise in such terms as will enable the Collector to properly classify it for duty. In practice, however, this amounts to making the classification of the merchandise, since the appraiser's classification is generally accepted by the Collector.

While the Collector is the chief officer of Customs at the port and has the general supervision over all the departments of the Custom House, including that of the appraiser, the appraiser has independent control of the force in his office and of the work therein. The appraiser is supreme in matters of appraisement in his district. No officer can order him to find any certain value for imported commodities but his action in this respect is subject to review by a tribunal termed the Board of General Appraisers, whose headquarters are located at the Port of New York.

To assist him in making these examinations and appraisements, the appraiser has at this port two assistant appraisers and a corps of examiners. The examiners do the actual work of checking the merchandise against the invoice and determining in the first instance whether the invoice values represent the actual wholesale market value of the merchandise at the time of exportation. The report of their examination and appraisement is made upon the invoice, but before it becomes a legal appraisement under the law, it must be approved by the assistant appraiser in charge of the division and also by the appraiser. His appraisement must be uniform since were he to allow one importer to import the same merchandise as another but at a lower value, he would not only be laying the founda-

D. J. O'LEARY
L. J. PHELPS
DR. J. H. DAWSON
CORNELIUS TOOHEY
J. F. BROWN
W. G. READ
P. B. DEVINE
G. A. REYNOLDS
G. P. DIMPFEL
L. A. HEINER
T. E. HEARTY
E. B. MORRIS
R. B. DOWNIE
J. E. POMEROY
L. A. KENT

tion for collection of a less amount of revenue than is legally due but would also be giving one importer undue advantage over another.

In order to protect the Customs revenues against unequal appraisements not only at this port but at all others, the appraiser must keep in touch with all the markets of the world. This is done by means of information from the trade, reports of consular officers and confidential agents which the United States Government maintains in all the principal markets of the world, comparisons with other ports and numerous catalogues and price lists. All the information thus received is gathered together in the office and tabulated for immediate use when merchandise is imported so that commerce may not be hindered and merchants delayed in the receipt of their merchandise.

Either the importer, if he deems the appraised value of his merchandise too high, or the Collector, if he deems the appraised value of any merchandise too low, may take an appeal to the Board of General Appraisers. This appeal is heard in the first instance by a single General Appraiser who determines whether or not the appraised values are correct and from his decision, a further appeal is allowed to a Board of three General Appraisers, whose decision is final and cannot be reviewed, even by the courts.

All imported merchandise which goes into consumption or use in this country must be submitted to the appraiser for examination and appraisement; but before being submitted to him, entry therefor must be made at the Custom House. With his entry the owner or his agent must file a true invoice, giving a complete description of the merchandise, showing the items thereof and the value of each item; also case and packing charges and other charges incident to its exportation from a foreign country.

When the entry has been completed the invoice is then transmitted to the appraiser, having noted thereon the order of examination. This order may direct that the merchandise be sent to the appraiser's store for examination or that it may be examined at the wharf, or, in certain exceptional cases, that it may be examined at the importer's store or residence.

The classification of merchandise into the different classes at the rates of duty provided for in the tariff law depends upon the examination made by the appraiser. At the time that he makes his appraisement of the merchandise he must also determine under which paragraph of the tariff it is properly classifiable for duty. When articles are composed of many materials he must determine which material is the component of chief value. From this determination also the importer is allowed an appeal which is termed a "protest," which is heard also by the Board of General Appraisers, whose decision as to the classification and rate of duty may be reviewed by a special court established at Washington, D. C., which is termed the "Court of Customs Appeals."

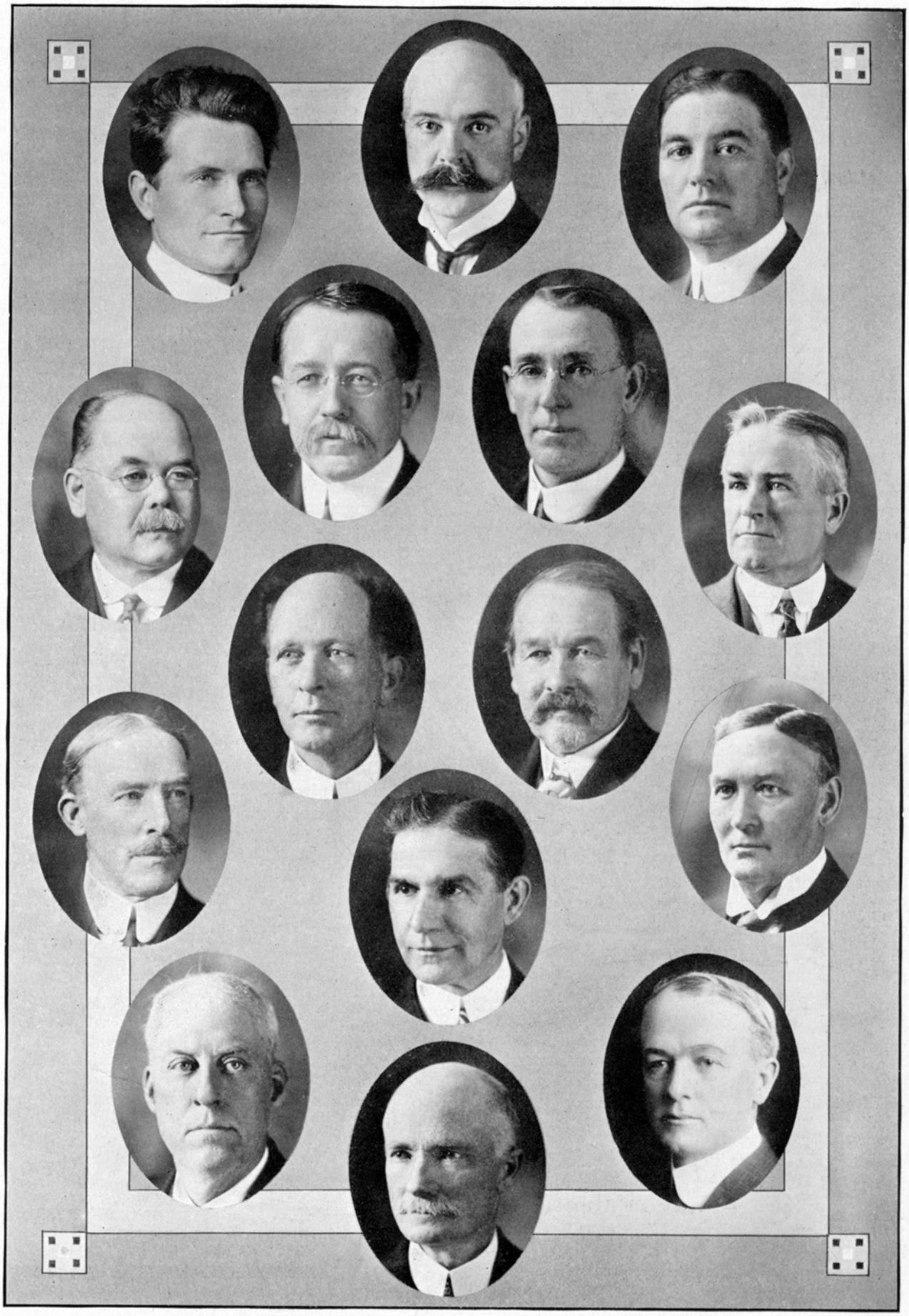
The examination and appraisement of imported merchandise is therefore the basis of the collection of the Customs revenue, and one can readily see that it depends for its integrity upon the honesty, faithfulness and ability of the appraiser and his assistants. When one considers that the Customs duties amount to upwards of $300,000,000 per annum, one can appreciate the tremendous responsibility that rests upon the appraiser's department.

THE HONORABLE SECRETARY McADOO.

We men of the Service have grown a trifle nervous
From meeting many kind of high officials,
Some we see with mein of care, some who pose a lordly air
And some we know only by their initials.
When a "Big-wig" hovers nigh we can scarce suppress a sigh,
For often for our heads the steel is waiting,
Forth we've seen them gaily trip, with Judas kiss upon their lip
And plunge the gaff into some worthy rating.
So we're more than glad today to spontaneously say
That we're proud to meet a man who's truly blue,
The kind smile and old soft hat really make us tell you that;
Mr. McAdoo. We're for you.

A MAN OF PARTS.

Squire Perkins, baseball fan, Auditor of Customs and Director-General of Statistics, is also the head of the Perkins-Schultze-Ingersoll Slaying Syndicate. He is an expert Fowler who is Sharpe and Eagar to Hunt, Kindle a fire in Camp with a Twigg and Cook Flesh a Deasy Brown. Anything in feathers or fur that comes within range of Auditor Perkins' gun must Barrett. He is also a friend of the Farmer, helping the latter out by taking orders, about Christmas time, for tropical fruits for which Northern California excels. Although he is not much of a theologian or hymnologist he has associated with him Parsons, a Dean and a Sexton. Taken all together Mr. Perkins is a man of parts.



G. A. MARSHALL
S. I. MARSTON
W. D. HOYT
H. B. NEEDHAM
W. K. TREGEA
F. J. HALPIN
E. F. MURPHY
W. A. LIMBAUGH
CHAS. E. CAMP
J. J. KELLY
W. E. ROWLANDS
J. P. ALBRO
C. C. MYALL
J. G. BEATTY
G. G. KENNY

OUR PORT, ITS FUTURE

By J. S. Wardell

The most potent argument which can be offered in connection with the development of the Port of San Francisco in its commercial relations with the rest of the world (aside from the efficiency and affability of Custom officers at this port) is the fact that upon our waterfront is a land-locked bay fit to accommodate the ships of the world without inconvenience. Therefore with this splendid harbor and the many improvements completed and in embryo which the Harbor Commissioners have undertaken in the way of modern docks, there is no reason why San Francisco should not develop a foreign trade commensurate with its natural advantages. I am not prepared to say whether the complaints which we so frequently hear in regard to the harbor charges are justified, but if they are so, one of the first steps which ought to be taken, in our effort to win the favor of the shipping world, should be reductions in this direction, basing new rates upon the charges exacted at other ports on this coast and elsewhere.

Of course, some attention ought to be given toward bringing to this State more manufactories. We have been partly handicapped heretofore in this direction by a lack of cheap fuel, but now we are the chief State in the Union in the production of oil and this hindrance it seems to me is entirely eliminated. Another difficulty which has retarded the efforts of those disposed to establish manufactories on this coast has been the lack of raw materials. The tendency at present of the national Government is to encourage the importation free of duty of all raw materials in the hope of aiding industries of this character. With cheap fuel and the importation of raw materials encouraged, perhaps some progress will now be made in this direction and such a step will greatly contribute toward the prosperity of the mercantile interests on the coast.

If the merchants of this community would give some attention to the trade possibilities of the west and even the east coasts of South America, the opportunities confronting us in Japan, the new China, the Philippines and even in the Straits' Settlement and India, it would not be long before San Francisco would become a world port with unlimited possibilities. Of course I do not mean to say that the business men of the city are entirely neglecting the Far East, but the effort expended in garnering this trade is wholly impotent and unworthy of a vigorous, energetic American people. A system should be encouraged which will put into operation a new method of presenting the products of our soil and factories,—limited though they are at present. I am told one of the complaints too frequently heard from the merchants in foreign lands has been due to the failure of the exporting concerns holding up their products to the character of the samples shown by the salesmen. This is a serious breach of faith and not only impairs our commercial relations with the foreign buyer, but involves the integrity of the merchant class and ought to receive the serious attention of the commercial bodies interested in developing successful, profitable and amicable trade relations with the Oriental and South American merchants.

In addition a highly essential innovation is the need of a different credit system, which will not consistently offend the buyers of our wares in the foreign markets. If a new standard of credits is adopted and our good faith maintained in delivering a like product to the samples displayed I am convinced a serious hindrance will be overcome. If the exporting houses will then cultivate a familiarity with the habits and language of the people in the countries which should be our commercial intimates and work with energy and intelligence, it would be but a generation before this city would be second to New York in its commercial relation to the rest of the world.

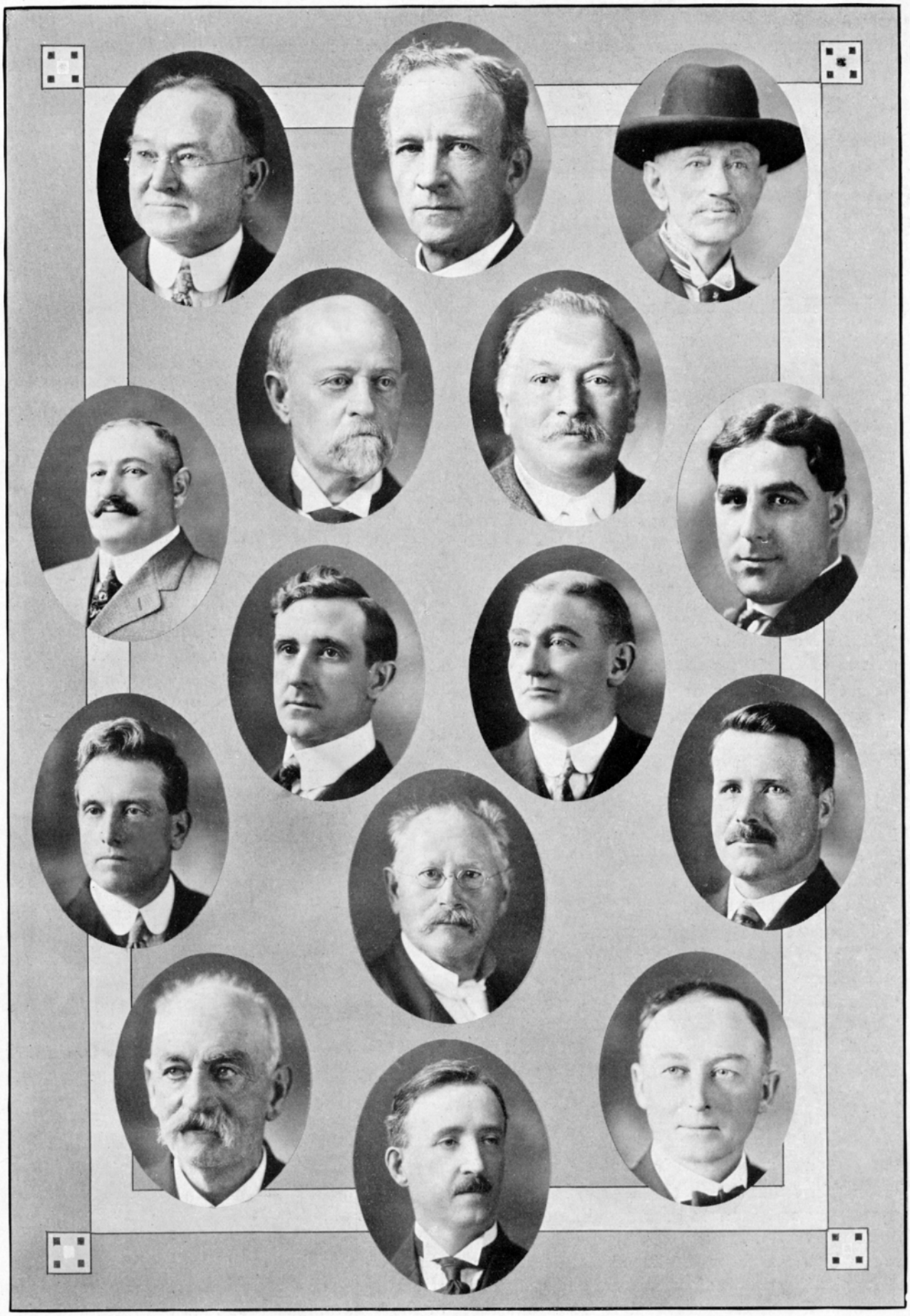
I am not so strong for population as I am for the permanency and stability of our institutions, but population would naturally follow with the establishment of factories and the development of our foreign trade and it would not be long before our city would be teeming with a prosperous people, happy in a material way and blessed with a climate and health producing freedom which would soon make them the most virile race the world has ever known.

COLONEL GOETHALS.

U. S. Army.

When our friend, Colonel Goethals, had finished
his job,
The big ditch, at last, was a fact;
He tipped his old cap to the cheers of the mob,
And began still another attack;
For the rocks and the dirt
Still continued to squirt,
From the sides of Culebra's steep faces,
His iron hand did guide
With a confident pride,
The work on the "Gate to all Places."
To the Man! Colonel Goethals, we pledge you a
toast,
The soldier! Saluted with pride;
Of your future may we further boast.
May fame and fortune guide.

E. B. Morris.



W. E. BIDWELL P. O. HUFFAKER ALFRED ULP
LEWIS DAVIS S. H. HUNT PAUL SEMMIG J. A. OLIVER
W. W. COLLINS R. C. RUSH
J. V. TALT ANDREW SORENSEN A. E. BUCKLEY
E. H. MONTELL D. F. LEAHY J. F. HALL

U. S. BARGE OFFICE

By James P. Foley.

When the first gay streaks of dawn appear over the eastern hills there begins the bustle and preparation for the work of the day at the Boarding Station.

The engineers on the boarding cutters of the Customs, Quarantine and Immigration Services tune their engines and the deck departments are on station for the order to cast off.

Sunrise finds the boarding officers on the alert to visit the various vessels which arrived during the night, for the tide of commerce ebbs and flows through the Golden Gate without interruption between set and rise of sun.

Steamers from the Orient bearing precious burdens of humanity and the products of Asia, steamers from the Antipodes with cargoes of wool, hemp, sisal and other fibres, as well as frozen meats and fruits, are frequent visitors.

The quarantine doctors of the Public Health and Marine Hospital Service are the first to put off to the steamers anchored in the stream. The master of the vessel is required to produce the bills of health obtained from American Consular officers at the ports he visited. These documents give the general health conditions of the ports at which the vessel received freight and passengers. After careful scrutiny they are returned to the master who again produces them at the Custom House when he "enters" his vessel.

Next in order comes the examination of the passengers and crew to guard against the introduction into the country of any contagious disease which may have developed on the voyage. After the inspection of passengers and crew has determined that the personnel is free from disease of a quarantineable nature, the vessel is granted pratique and the ordeal for those on board and others anxious to get on board is at an end.

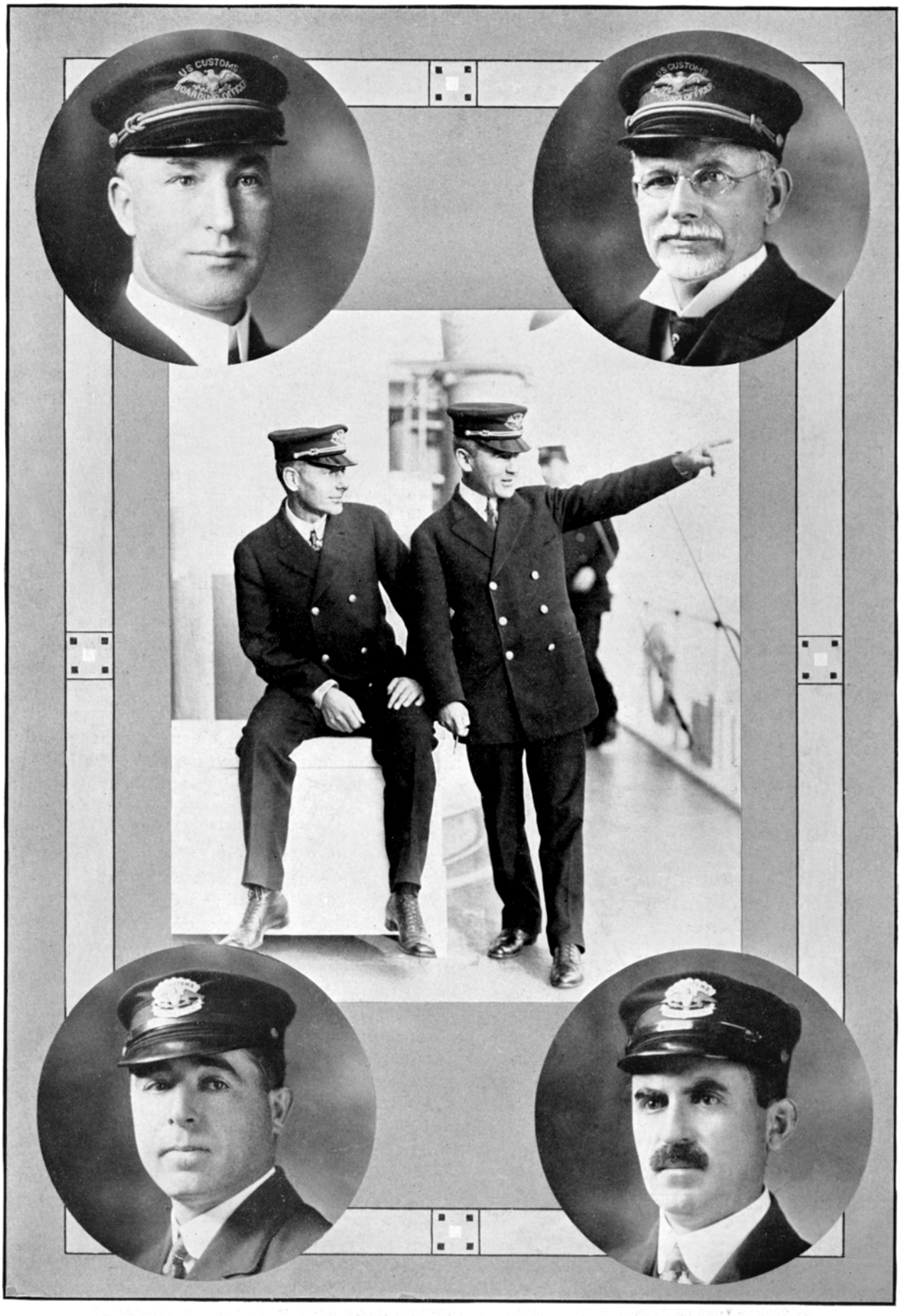
The "yellow jack" is hauled down from the mast-head as a signal that the vessel has been found free from contagious disease. The work of the quarantine doctor is ended.

The Customs Boarding Officers then proceed with their duties. The master produces his manifest and other necessary papers, the passengers prepare their declarations and are examined by the members of the Immigration Service as to their right to admission. These formalities completed the steamer proceeds to her pier, where the passengers disembark and join the rapidly increasing population of the city.

At all hours of the day vessels arrive from every quarter of the globe. From British Columbia and Alaska on the north, from Mexico and the countries of Central and South America on the south, from the islands of the Pacific and the far-off lands of the East come various craft bearing burdens of treasure and merchandise and are unladen here in the Queen City of the Pacific, the metropolis of the West, whence they are distributed to all parts of the United States.

From the countries of Europe many vessels make rapid passages via the Panama Canal. Through this great highway for the sea pass the ships of the world bearing unto the people of the Western Empire the products and riches of every clime, and here the children of oppressed or less fortunate nations find a haven of refuge or a land where the door of opportunity is open to all.

The Barge Office is situated on the northern shore of the city, on historic Meigg's Wharf, within sight of the Golden Gate and the islands of the bay, and the blue hills of Marin and Alameda Counties.



J. P. FOLEY

W. A. SPRAGUE

V. J. LINDQUIST

W. J. McBRIDE

J. J. O'DONNELL

R. R. HARRIS

This spot, so dear to the hearts of the Argonauts, still has a fascinating interest for all San Franciscans as well as for the stranger. A constant stream of sight-seers passes the Barge Office daily. For the old-time resident of the city and State a visit awakens memories of the happy days of youth, "the days of old, the days of gold."

Pioneers frequently come down to Meigg's Wharf and lovingly recall the day of their arrival in the New El Dorado.

"Earth's great harbor they behold,
Where the silver waters tide them
Through the gates of burnished gold."

Leaving their homes in the East to seek fortune in the Golden West most of the pioneers surviving arrived here on such famous vessels as the fleet clipper ships "Golden City," "Flying Cloud," "Flying Dutchman," "Herald of the Morning," and "Carrier Dove," or the more rapid steamers, well known to the pioneers as the "America," "Golden Age," "Brother Jonathan," "Sierra Nevada," and the "Romance of the Sea."

Many are the tales recounted of the perils of sea, shipwreck and disaster, shortage of food and water, calms and storms, by these veterans of by-gone days. And as the old order of things passed the famous clipper ships which carried the Stars and Stripes of the American Merchant Marine to the seaports of the world gave way to the more modern steamers.

These, too, now are passing and in their stead appears the motor-driven vessel, the latest achievement in sea propulsion. The motor ship is operated more economically and efficiently than the coal burners of old. It requires no one with prophetic vision to predict what the future holds for the commerce of the world that is yet to pass through the Golden Gate.

For sixty-five years the Boarding Officers—the Warders at the Gate—have kept their vigil at the Barge Office. They have seen the city grow from a hamlet to a metropolis. They have seen it in its pride and in its sorrow. They have seen it in its ashes and they have gloried in its resurrection. They have watched the rebuilding of a marvelous city and they have an abiding faith in its destiny.

"What's meant by customs duty, pop?"
Said little Willie Gray.
My son, one's duty to adopt
The customs of the day.

BARGE OFFICE

MEIGG'S WHARF

By V. J. Lindquist.

These pages would not be complete, did they not chronicle something about that old spot on the water-front, Meigg's Wharf, whose name is still identified with the bay shore of San Francisco.

Civic progress has made many changes and obliterated many old haunts, where the inhabitants of early days used to gather and enjoy a Sunday outing and the mariner to wander to meet old pal "salts" and pass, in reminiscent mood, a day with his comrades of the deep.

Meigg's Wharf is a name that still lingers, although the wharf that originally bore the name has long since passed out of existence. It continues to live when many other old and historic spots have passed into oblivion.

It has outlived old "Long Wharf" at the foot of Fourth Street, where in days gone by the Ariel, Golden Gate, Pioneer and South End rowing clubs had their homes; where they sported their prowess before throngs of holiday pleasure seekers and where all the yacht races started and finished, and from whose stringer piece the owners and skippers would gaze with pride upon their yachts, Fleur de Lis, Chispa, Consuella, Annie, Halcyon, Nellie and others anchored just a few fathoms off shore.

It has outlived old "Hatheway's Wharf," foot of Harrison Street, its only rival in early days as to which would have the greater number of fishermen, with their long bamboo poles watch-

E. M. ATKINSON JOHN SMITH

GUY WATKINS JOHN F. BAGLEY FRANK OVERTON

F. C. MATTHEWS ROSALIE E. JEWETT EVELYN G. BARRANGON C. LACY GOODRICH

W. A. SPRINGER ED DE VELBISS CONRAD USINGER

G. B. MANLY C. J. BENNINGER C. B. WELTNER

ing and waiting for a bite of the silvery smelt. It has lived to see the day when Mission Rock is a name no longer mentioned or connected with the boys in "Whitehalls," whose boasts were that they pulled around the rock in as good time as Henry Peterson or old man Griffith, and where the sport of the day was fishing for rock cod in a small two-seated, white painted row boat hired from Pete, the Greek, for twenty-five cents per hour.

It has survived to see, with sorrow, the passing of the old thousand-foot "Pacific Mail Dock," at the junction of First and Brannan Streets, which was destroyed on the extension of the sea-wall. This dock was the landing place for the steamers from the Orient and Panama, and in days back, from Australia.

Often did Colis P. Huntington stroll down to the old mail dock, as it was familiarly called, to go on a tour of inspection of his prides of the Pacific. This was the aristocratic dock, quite in contrast with old Meigg's at the extreme other side of town, no wharf-rat frolicked here, and no stroller crossed its threshold without a signed pass from the superintendent or other dignitary of the company.

The name "Meigg's Wharf" is still on the tongue of the water-front, although Monkey Werner's North Beach resort, its next door neighbor in times away back, is remembered only by survivors of past generations.

Meigg's Wharf was the first of note built in San Francisco; and therein lies its right for the preservation of the name for what is now called Meigg's Wharf is but a few square feet directly at the foot of Taylor Street; why it is so-called nobody knows. When the original wharf succumbed to Father Time, the name simply migrated a few hundred yards westward and roosted there, realizing it would be its last resting place. It is now too old to migrate further and with the extension of the sea-wall westward, it will also pass into oblivion.

The atmosphere of early days still lingers around this spot to preserve from extinction the conditions of "Ye olden San Francisco." Among its few remaining heirlooms is the little Customs Boarding Boat Hartley. No living craft can lay claim to have seen as many square riggers and steamers pass in and out of the Golden Gate as this little Hartley. For forty years it has been her duty, day or night, to put the Customs boys aboard the ships from foreign shores. She has touched noses and rubbed sides with " 'em all."

She was well acquainted with "Mike" Fitzgerald, who for thirty years was the Merchant's Exchange (now Chamber of Commerce) Reporter at Meigg's Wharf, and feels his loss as greatly as all other frequenters of this ancient spot. Many times, in the still of the night, "Mike's" far-reaching and familiar voice, with "What vessel is that?" would rouse the sleeping crew of the Hartley to action to board an incoming vessel that had quietly crept to anchorage. Mike knew these ships almost by the rattle of their chains. The "coming off" of Mike and the Hartley was a cheerful and welcome sight to many an old bar pilot, for he got his "orders" from Mike and a lift ashore on the Hartley.

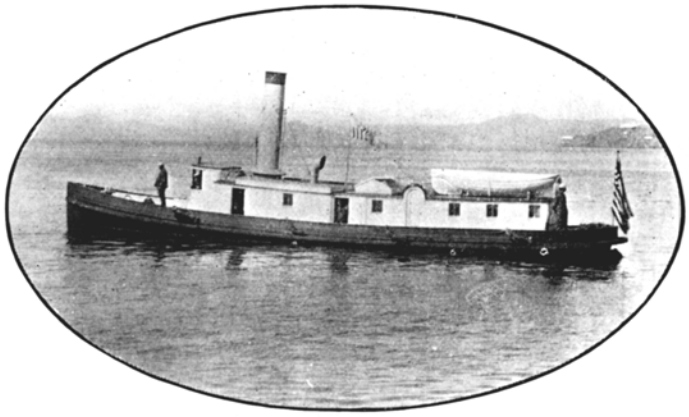
This little boat remembers another old character; gave him many a tow against the tide—Dave Crowley. Dave is still in the land of the living and but few weeks pass by but what he is seen at the old wharf holding converse, as it were, with his old friend, the Hartley.

What man could beat Dave sailing a whitehall? If you ask the Hartley she would answer, "no one," for she saw him in every phase of his bay life. The whitehall is now a relic of the past.

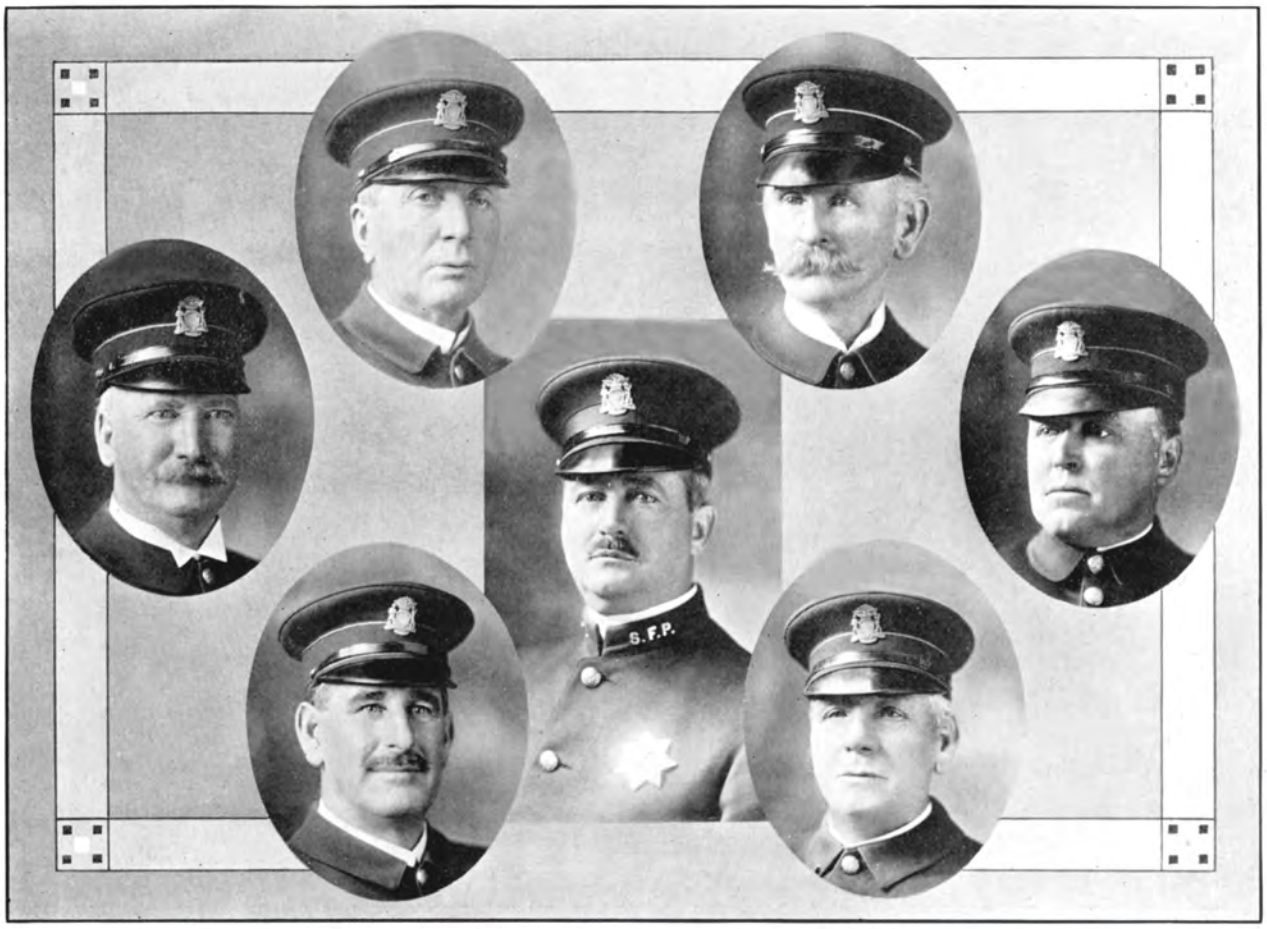
Another product of Meigg's Wharf, and a long time friend of the Hartley, is Heine Benges. He shares with the late "Mike" Fitzgerald the honor of being the best known man on San Francisco Bay by sea-faring men, the world over.

The Hartley could resurrect many reminiscences of deeds and acts of city-front characters and people of note. She could tell of times when she gave Collectors of the Port T. B. Shannon, E. L. Sullivan, Harry Sears, John S. Hager, Timothy Guy Phelps, Col. Jno. P. Jackson and John H. Wise many a pleasant ride on the bay, and she might divulge some political secrets as to how national politics were done in those days had she ears and could talk. She could tell how ex-President U. S. Grant bowed and smiled as she came alongside the City of Tokio, which was carrying the ex-President on the last lap of his tour around the world in 1879. She could speak in loving praise of her commanders, Captain Healy, Henry Rogers, Tuttle and many others. She is getting old now and will soon be relegated to a permanent rest, and when she dies let her epitaph be written:

"Here lies the little Hartley,
She died of nautical senility."



THE LITTLE "HARTLEY"



JOHN R. DOWER No. 1. PETER BURNS
PETER J. WHALEN SERGEANT STEPHEN V. BUNNER EDWARD M. OWENS
JOHN E. MALONEY JOHN GALLAWAY

POLICE OFFICERS OF THE FRONT

In the transaction of Customs business the assistance of the police oftentimes has been found necessary, and such service has always been given willingly and efficiently. This is especially true of those boys of the "Harbor Station" whose duties bring them in contact with Uncle Sam's Customs men.

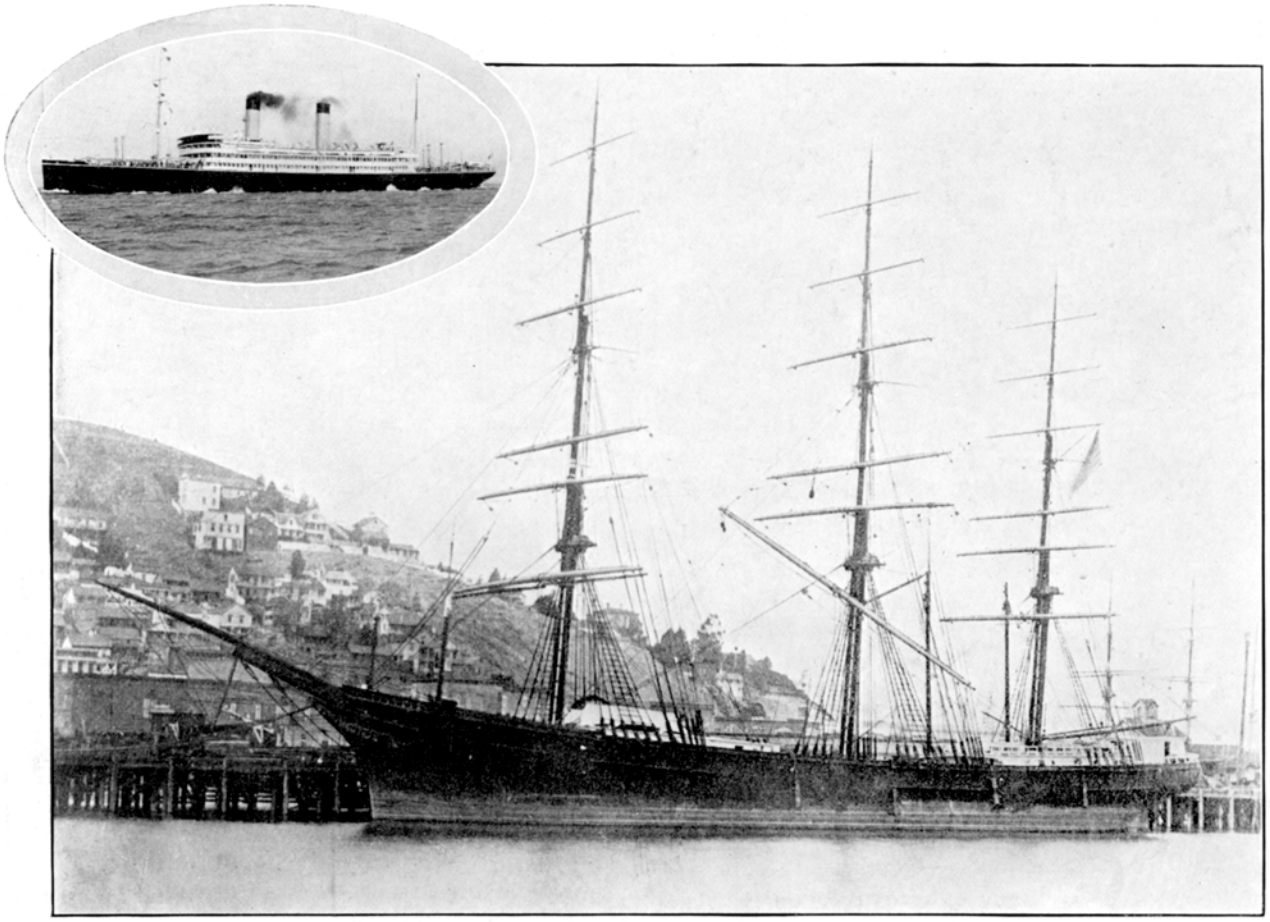
To mention any one of the "Finest" without memories crowding in that would fill a book itself on the waterfront, is impossible, but the above named have put in their time for many years where the tall masts lift their heads.

All of these officers have performed yoeman service since they first donned the uniform, but it is said, only one, not only of the waterfront men, but of the whole force, has ever had the honor of saluting, and of being saluted by, a real live prince, and to Officer Peter Whalen falls this honor.

Officer Whalen gained this distinction when Prince Tsai Fu erstwhile arrived at this city on the steamer Mongolia. The royal entourage had passed through the customs formalities and as the vehicle bearing the prince rolled past him up went the officer's hand in military salute and the same was gravely returned just as precisely by the prince.

Whalen's fame does not all lie in the above episode by any manner of means. He was appointed to the force May 21, 1883, and since that time has performed continuous duty, on which he has made thousands of arrests. He has arrested drunks, thieves, buncomen, shovers of the queer and every kind of lawbreaker known to the police. He has rendered service with honor to himself in riots and fires and among countless vouchers of his untiring efforts in preserving order are many detailing deeds of heroism and mercy during the terrible disaster of 1906.

Although his record is one any man might be proud to bear, Officer Peter Whalen does not live on his past performances, and though in the autumn of life, he does "his little bit" each day with the snap and enthusiasm which characterizes in general the work of the Harbor Police on the waterfront.



PAST AND PRESENT

THE CLIPPER SHIPS

By W. S. Dent.

With the passing of the clipper ships from the Pacific, passed much of the romance of the sea. The modern vessels have taken "sailing the seas" from the pages of adventure and set it down in the musty volumes of staid commercialism. In those days every boy yearned to be a sailor, but nowadays the business of converting a unit of coal into a certain number of miles has but small pulling power for our modern youth and were it not for the call of the "Land of Faraway" very few of our boys would be presenting themselves before the shipping commissioners.

Of all the clipper ships which made this port in the early 80's, the American ship "St. Stephen" was known to shipping men as one of the very finest.

Built by Chapman and Flint at Bath, Me., and completed in January, 1877, she was 208 feet long, 40½ foot beam and registered a tonnage of 1392 tons net. She was made of oak and yellow pine and her iron reinforcements were all copper fastened. Aloft she carried three skysails and her lofty slender masts with long tapering yards made her the pride of the clipper fleet.

Her masts and yards were finished in natural wood, varnished, while all the deck, bulwarks and housing were pure white and kept in such fine condition as to resemble porcelain, which meant that always something could be found for her crew to do.

The "St. Stephen" was commanded by Capt. Wm. E. Douglas, who served his apprenticeship on the Grand Bank fishing schooners, said to be the hardest school in the world and one furnishing the most capable but hardest officers afloat. Capt. Douglas was no exception to the rule and was noted as an exceptional daring driver even in that class. It is said that on one trip from England he drove this ship down the English channel at a 17-knot clip during a gale, like the famed Flying Dutchman, when all other vessels were "hove to."

With a full cargo of flour the writer, as one

of the crew, made a round trip to Hong Kong in the "St. Stephen," leaving the Golden Gate May 8, 1886, and returned in the latter part of November, the same year, with a general cargo from China.

The good ship then made two trips to Seattle for coal, the first in safety, but the second was fated to be her last. Loaded with nearly 800 tons in excess of her registered tonnage she was lost off Cape Beale in a terrific gale, April 1, 1887. With her to "Davy Jones' locker," as a result of the storm, went the bark "El Dorado," the schooner "Champion," the brig "North Star" and the brig "Irene." The overloading of so much dead weight cargo proved too much for even this fine ship, and like that good saint after whom she was named, went down under abuse.

The fame of the "hard drivers" and "bucko mates" soon went over the land and even in the clipper days there came times when able mariners to man the ever increasing number of "wind jammers" were scarce. It was the custom of captains when they found their crews depleted by desertion or otherwise to offer a set price per head for sailors to the bay runners, and these wharf rats in partnership with many infamous sailor-boarding house keepers combed the "front" and many a man who set out with but the intention of "upsetting a few" with his pals, awoke at sea to learn that he was on a journey to the other side of the world.

On the writer's trip to China in the "St. Stephen" there were in the crew three cowboys who had never seen salt water previous to their arrival at San Francisco a week before. The rest of the crew were sailors who had "jumped" the British ship "Drumrock" a short 24 hours previous to being dumped on the deck of the "St. Stephen," drunk or drugged. Awaking they found they were indebted to the boarding house keeper for twenty dollars, claimed to be advance money, and this amount was claimed to have been settled by the captain and charged against each of them on the ship's books. As their pay was thirteen dollars a month it did not require any hard figuring on their part to ascertain the amount due them upon their discharge at Hong Kong 64 days later.

"Poor Jack." While his business has faded away his successor has the satisfaction that while he may have lost some of the romance of the olden time, his calling now has the advantage of being on a business basis and the fruits of his labors are his own.

THE PORT PILOTS

When one is returning from a jaunt around the world, or even from a vacation trip to Hawaii, there is probably no incident to the home coming that makes a bigger stir among the passengers than the cry of "here comes the pilot." When that gentleman steps aboard the liner out near the Light Ship and hands out the latest war news or the latest political gossip, the passengers feel that they are again in touch and heave a sigh of relief that the trip is ended. Also to most travelers by sea the dropping of the pilot is a moment when one's forgotten patriotism returns with a surge and the tears somehow well up as the call "let go" is heard and the pilot and his crew in the little vessel rapidly fall astern. It is the last link.

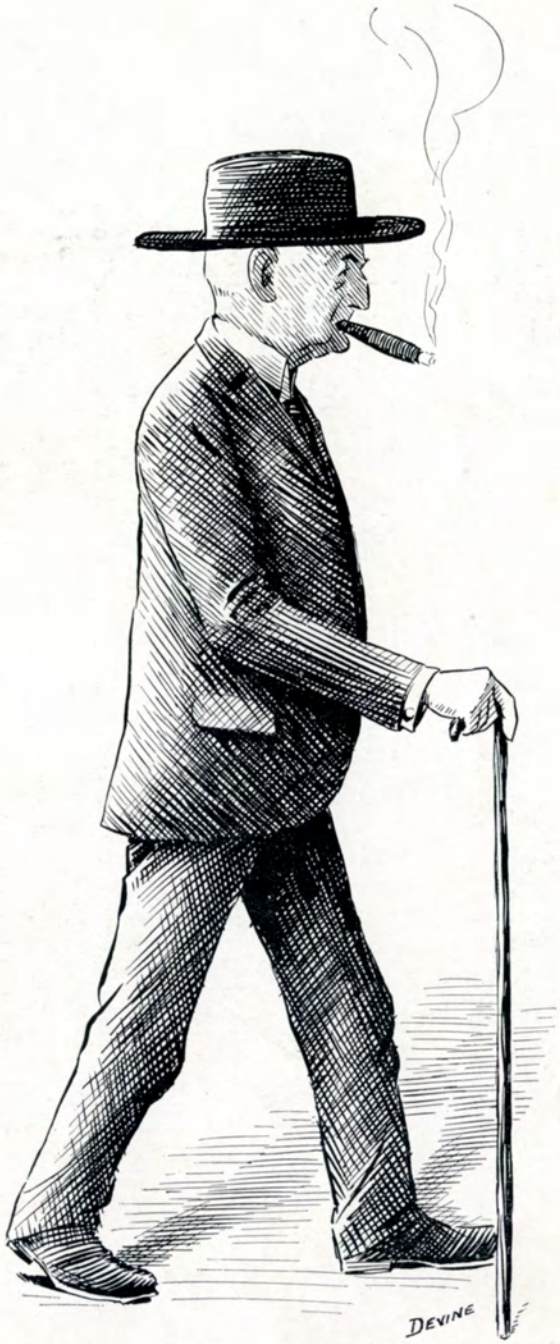
In all weathers these men meet the incoming boats of all kinds and bring them to their moorings. At this port there are twenty regular pilots and for Mare Island, Vallejo and Benicia there are two. These men, upon showing of the requisite knowledge and skill, are appointed by the Board of Harbor Commissioners, who are also competent shipmasters and nautical men, appointed to this work by the Governor of the State.

Formerly the pilots, who must keep for their exclusive use boats of such description as directed by the board, used schooners, but have lately changed to power boats, instead. In addition to meeting the vessels and bringing them to their moorings, the pilots also take the ships to sea, the same pilot taking out the vessel he brought in unless some untoward circumstance prevents.

In addition to the bar boat the pilots are required at all times to keep two boats cruising outside the bar on the lookout for incoming craft. When not on duty at sea the pilots daily report for duty at the pilot office in the ferry building and the pilot whose turn it is to take a ship to sea remains in the pilot office during Custom House hours.

The personnel of the pilots at the port of San Francisco in order of their appointment are Geo. D. Korts, James Miller, Alex. Swanson, F. W. Jordan, J. E. McCullough, Geo. Scott, G. E. Wallace, Fred. E. Mathieson, Mitchell Tyson, M. Anderson, John Von Helms, John W. Wallace, J. M. Hays, John Silovich, E. W. Christiansen, C. J. Bruguiere, John J. Shea, H. P. Marshal, R. Jepsen, and C. Gielow, while for Mare Island, Vallejo, and Benicia, there are F. H. Cruthers and Geo. Wheeler, Jr.

CHARLIE REYNOLDS
Famous prestidigitator



J. B. STEVENS
Assistant Appraiser

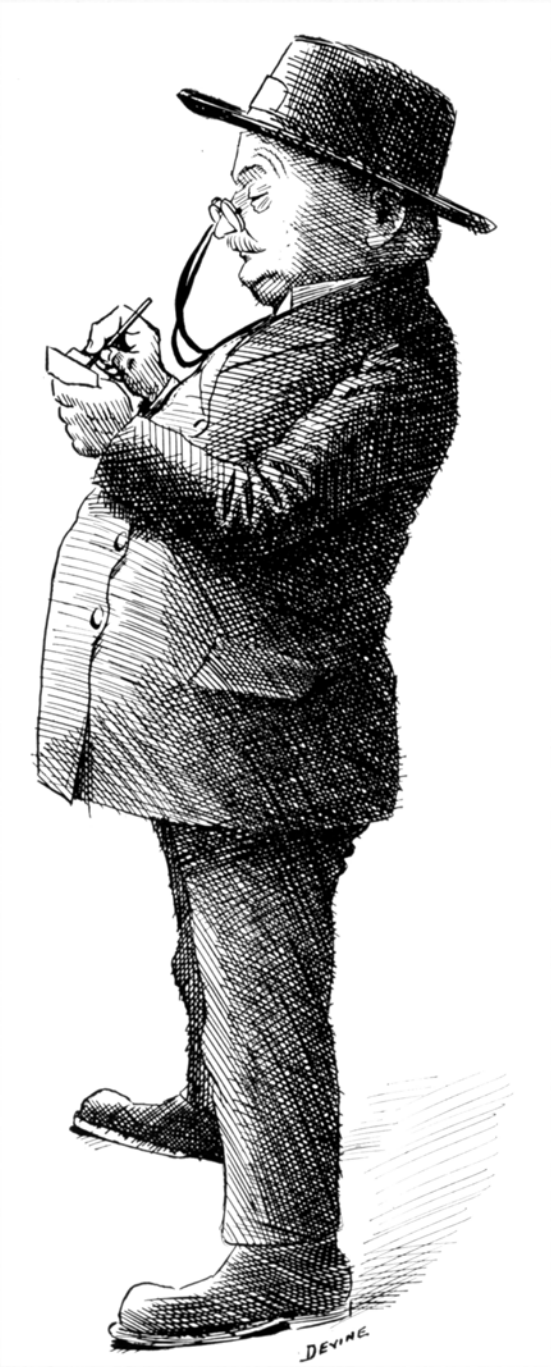
INSPECTOR ED. DURKIN
Who knows the game from A to Z

DAVE DOW
Our canny Scott

DR. H. H. HICKS
Bureau of Animal Industry

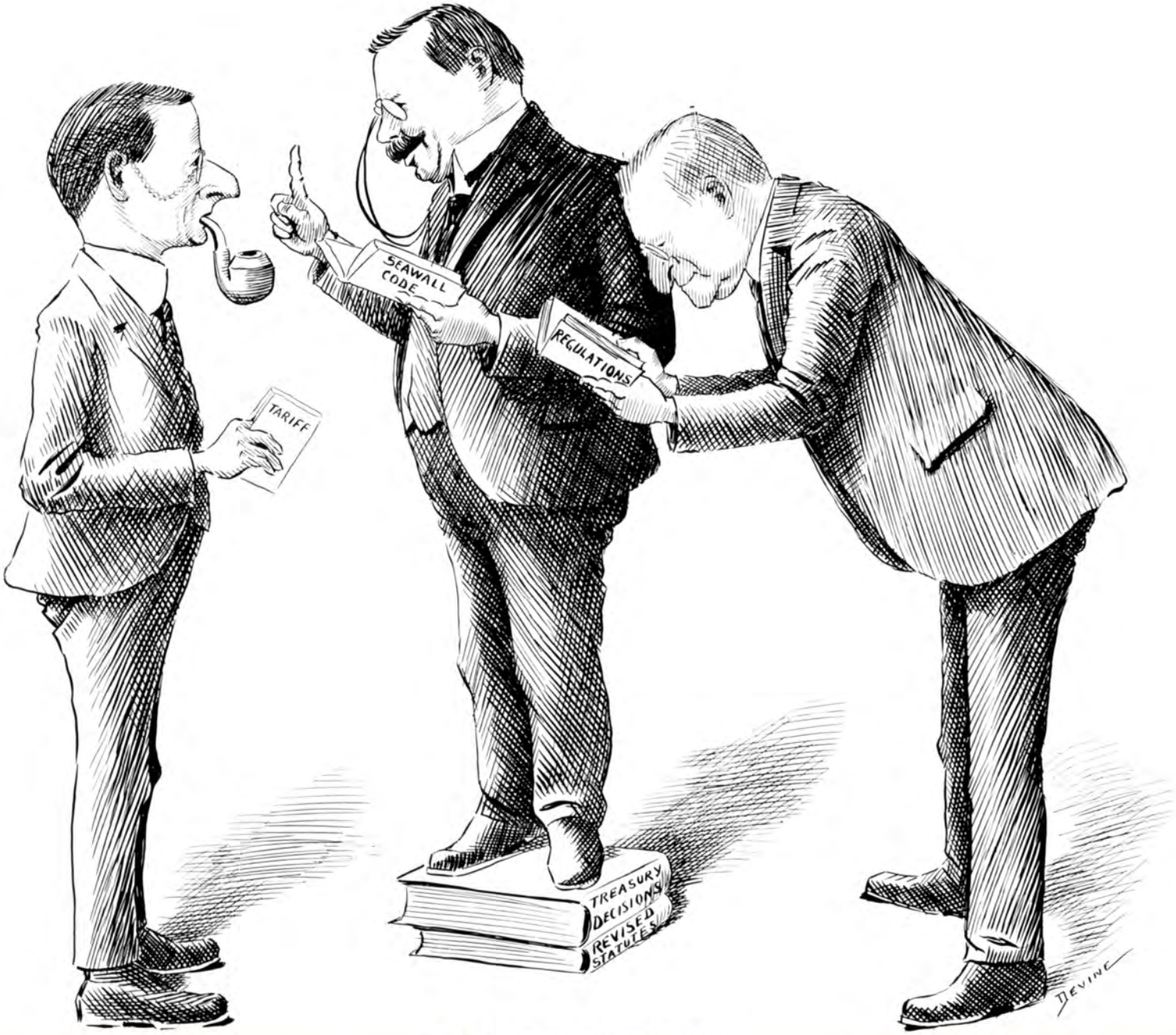
"DOC" WEST
U. S. Chemist and general encyclopedia

DR. J. H. DAWSON
Member of the Jury of Awards, P. P. I. E.



PAUL SEMMIG
Inspector of Customs

CHARLES C. MYALL
The man who keeps his hands on the payroll



EVANS, MARPLE AND FARLEY
Solving a question of magnitude