

PERMANENT PORT PROSPERITY SEEN

Church Says Naval Work Indicates Recovery of Commercial Shipping

SITUATION NOT LIKE 1918

City in More Advantageous Position to Retain Gain Caused by Emergency

By HENRY F. CHURCH
(Director, Office of Port Development)

As early as 1698, Edward Randolph, collector of the King's customs, reported Charleston as "the safest port for all vessels, where no wind will damage them, and all things will be had necessary to refit them". Since then the port of Charleston has figured in many official reports as possessing the finest natural harbor south of Hampton Roads, seaward location, a shorter average ocean haul to the key points of the world than any other Atlantic or Gulf port; proximity to the Panama canal and the Caribbean area; modern and ample port facilities and central and strategic location relative to both commerce and defense.

Over Charleston's wharves, during its two-and-a-half centuries as a world port, have moved in great volume specialties such as rice, indigo, beef, lumber, cotton, phosphate rock and fertilizers, each in its heyday, and thus from specialty to specialty. Charleston has moved onward, acquiring experience in the handling of many lines, and facilities which amply equip it for its present day role as a general cargo port; yet, despite its natural and acquired advantages it has suffered many setbacks from wars, embargoes, economic upheavals, and disfavoring rail-rates; while often, in the past, political prejudice and indifference at Washington, militated against its proper development as a defense center.

Now, since the federal government has come to realize anew that the importance of Charleston, in the plan of national defense, and its vital worth to our merchant marine, can no longer be ignored, it is apparent that Charleston has the opportunity to regain its prestige as a leading port of the Atlantic, and there is no logical reason for believing that, after a boom period, this port will again suffer an acute commercial and military decline as was the case following the first World war.

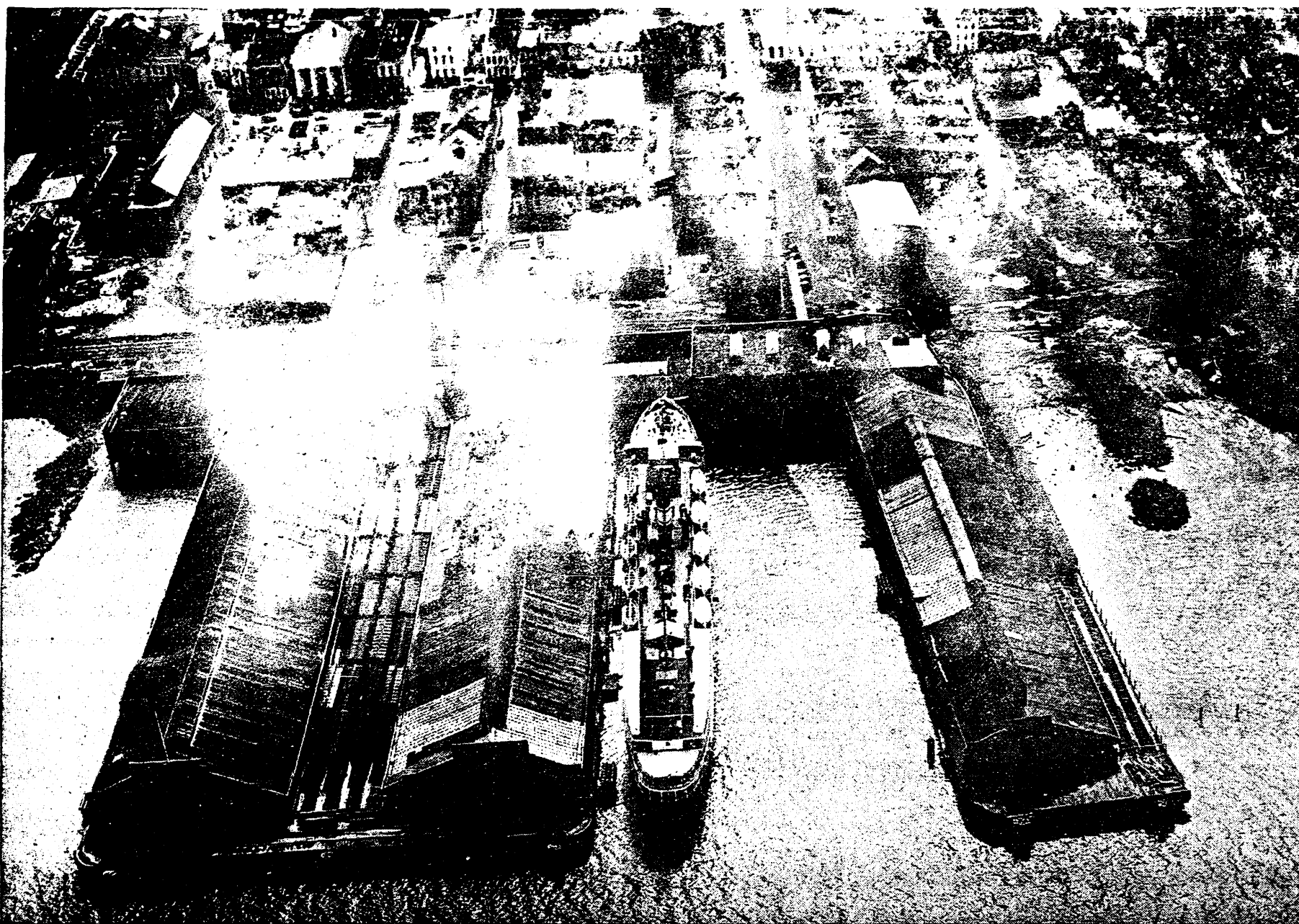
Rail Discrimination Recalled
A comparative study of the major factors affecting this port, during the two emergency periods in question, shows that the present day Charleston is in a more advantageous position to cope alertly with its port problems, and to subsequently solve them, than was the case in 1918, when the sudden interest of the federal government in Charleston's possibilities brought temporary relief from more than thirty lean years of sporadic port activities.

From 1885 to 1917, Charleston had suffered from the gradual introduction of rail, the discrimination of more favored competitor ports and the nature of its largely agricultural hinterland, which did not attract regular scheduled steamship services in its foreign trade, it had become dependent upon coastal movements for the bulk of its world-borne commerce, so that in 1918, when the government erected here the army supply base, and rail rates were brought into more favorable alignment, it was yet badly handicapped, with but small support from its limited trade territory, including the industrial area of the state. With the end of the World war, government activities dwindled, and such commercial gains as the port achieved, during the post war period of prosperity, were in great part lost during the long depression which followed.

During that period, however, Charleston had become the official state port of South Carolina, and as such gradually succeeded in winning the support of all sections of the state, some of which, for the first time, became conscious of the fact that Charleston's port facilities were an asset to South Carolina as a whole and began to work for its development. That this support is sincere is best evidenced in the recent hearing before the United States maritime commission, at Washington, when in vigorous protest to the curtailment of Charleston's coastwise steamship service, the entire South Carolina congressional delegation, together with representatives from the South Carolina public service commission and other trade groups from the industrial areas of the state, appeared in force demanding that remedial action against these curtailments, but seeking an equitable share of the lease-end shipments, and other government controlled commerce.

Expenditures Here Cited
With reference to the slump in the navy yard and other military activities at Charleston following the first World war and which some predict will again occur when the present emergency shall have ended, it should be noted that the government spent here only a relatively small sum during that previous emergency, compared with the vast expenditures in military developments at this port during the past several years, especially the fiscal year, ending June 30, 1931, in which was spent at Charleston alone \$124,563,365, or 78.4 per cent of the \$158,847,000 allocated to South Carolina during that period for defense projects and contracts.

Even at its peak of employment in 1918 and the immediate post war period, when an average of 4,770 civilians were on its payroll, the Charleston navy yard, in addition to its principal task of refitting and repairing vessels of various types, built only one destroyer, two gunboats, two tugs, and eight submarine chasers, as compared with its activities in the last three years, in which, beginning with the *Stetset*, eighteen destroyers have been laid down and



Pictured from the Air are the Clyde-Mallory Lines' Terminals on the Cooper River Waterfront, with a Ship Shown in One of the Slips. (Aerial Photo by Taft.)

contracted for, and upward of 10,000 civilians are now employed.

That the federal government is not again placing Charleston in temporary use, is attested in its recent selection of this port as an auxiliary to the Brooklyn supply base, for the movement of troops and supplies, in an anticipated volume which calls for the use of two waterfront sites; that it has found the facilities of Charleston so favorable for the purpose, it is erecting a second large overseas discharge and replacement depot, northeast of the city, to augment its existing depot at Sullivan's island; and that it has constructed here an army general hospital, and made great expansion to the North Charleston ordnance depot. Other facilities approved, which point to a large scale use of Charleston harbor, include an anchorage area for cruisers, destroyers, and submarines; deepening of existing channels; and the provision of a fleet landing.

It is an obvious fact that, where permanent military activities have been set up at a port, commercial shipping has increased in direct ratio, and new industries have been attracted. Charleston should be no exception to this general rule, which has brought prosperity to other Atlantic and Pacific ports. Recognized by the federal government as a major strategic defense center, and serving as chief seaport to a state facing the greatest industrial development in its history, it

is safe to predict that, by following its restored opportunity to a determined end, the port of Charleston can attain in substantial degree some of that prosperity which, as far back as 1826, led Robert Mills, the economist, to admit of but one worry, that being that in due course New York, Boston and Philadelphia might encroach on Charleston's prestige as a seaport.

Supplies Handled by Capt. Lamar

Captain William Wyly Lamar was born at Fernandina, Fla., January 21, 1879. He was commissioned assistant paymaster from March 25, 1904, and on April 25 reported for instruction at the navy yard, Pensacola, Fla. From June 25, 1904, to December 9, he was on duty in the USS Newark and the USS Wasp as pay officer.

Orders on September 6, 1905, took him to the naval training station, Narragansett Bay, Rhode Island as assistant general storekeeper. From December 8, 1905, to June 26, 1906, he was in Colon, Panama, on special duty with the party under Lieutenant Commander G. W. Logan. He attended the Navy Pay Officers' school in Washington, during the

summer of 1906, reporting on November 9 for temporary duty as assistant purchasing pay officer at Seattle, Wash.

On December 26, he assumed duty as paymaster of Torpedo Flotilla Division and on January 19, 1907, began duty in the USS Chauncey. Duty followed in the USS Raleigh and USS Chattanooga. From May 3, 1907, he was commissioned assistant paymaster.

He was ordered on June 19, 1908, to the Naval Station, Olongapo, P. I., to settle accounts and report for duty as general storekeeper. In May 1909, he took over the accounts of the USS Mohican, Olongapo, as additional duty. His next duty was in the navy yard, Norfolk, Va., as assistant to the general storekeeper, and he transferred to the USS South Carolina on April 24, 1912. From July 1, 1915 to October 9, he was on duty as pay officer, purchasing pay officer, general storekeeper and accounting officer in the Naval Station, New Orleans, La.

Duty followed on the receiving ship, Norfolk, as pay officer and commissary officer with additional duty in charge of accounts of the USS Richmond, yard craft and auxiliaries. After duty in the naval training station at Norfolk, from October, 1915 to May, 1918, he was ordered to the Naval Operating base for duty as disbursing officer, Hampton Roads, Va., and in January, 1919, joined the USS Arkansas as supply officer.

From August, 1919, to June, 1921, he was on duty in the USS Ari-

zona as supply officer. Naval Torpedo Station, Newport, R. I., as supply officer was his duty from June, 1921 to July, 1924, when he was transferred to Aircraft Squadrons, Battle Fleet, at San Diego, Cal., as supply officer. Beginning August, 1926, he was on duty for a year at the Norfolk navy yard.

He was under instruction at the Naval War college, Newport, from July, 1927, to May, 1928, transferring to the navy purchasing office, Newport, R. I., as officer in charge, on June 25, 1928. From there he went to Charleston as supply officer of the navy yard. In May, 1932, he was given additional duty as supply officer of the Sixth and Seventh naval districts. From July to October, 1933, he was accounting officer in the navy yard, Philadelphia, and then disbursing officer with additional duty as supply and disbursing officer, Naval Home, Philadelphia.

From September, 1937, to August, 1940, he was on duty at the Naval Torpedo Station, Newport, then transferring to Charleston as supply officer. In December, 1941, he was given additional duty as district supply officer. Sixth naval district. Captain Lamar has completed the Naval War college senior course. He has Mexican Service Medal, the Victory Medal, the Navy Expeditionary Medal (Member of landing force ashore in Port au Prince, Haiti).

Port Director Has Key Post In Setup Here

One of the most inconspicuous, yet at the same time one of the most important, branches of the United States naval shore establishments is the port director's office.

Located since April 15 in the Shrine Temple building at 40 East Bay street, the Sixth naval district port director's office was established in October, 1939, with offices at the navy yard.

There are three principal functions of the port director's office, as set down by Captain William Ancrum port director of the Sixth naval district. They are: the receiving of new ships for the navy; the servicing of ships while in port, and the routing of ships out of port. Hampton Roads, Va., is the biggest operating port director's office on the Atlantic seaboard and Captain Ancrum pointed out that seldom a navy vessel passes that port without going in for servicing.

The immediate need for an enlarged port director's office in Charleston was manifested last summer when six large marine transports, bearing some 2,000 men each, stopped in Charleston for several days.

It was discovered suddenly that there was a decided deficiency of various commodities with which to service these ships. Local ice companies were required to send to Florence for additional supplies because of the drain on them through the transports, the intense heat at that time and the quantity used by peach packers.

There also was a scarcity of beef and other meats and a hurry call was sent to Kansas City by the navy for replenishment of the transports' depleted stock.

As a result, the navy is considering plans for making Charleston an operating base but no action has yet been taken in this direction.

Captain Ancrum, who was recalled from retirement to take command of the port director's office here several months ago, was formerly captain of the yard at the navy yard.

Lieutenant Commander E. H. Tillman, Jr., assistant port director of the Sixth naval district, formerly

was aide to the commandant at the navy yard.

Other officers at 40 East Bay street include Lieutenant Commander R. B. Hammes, routing officer; Lieutenant A. E. Holleman, communication's officer; Lieutenant W. T. Nesbit, supply officer, and Lieutenant (jg) W. J. Kanapaux, repair officer.

Rolling Tailor New Army Unit

A rolling "tailor shop" is the latest mobile unit developed by the quartermaster corps to provide soldiers in the field with the services of their home post.

The apparatus, mounted on two trailers, is technically known as a mobile clothing and textile repair unit. The first section is designed to repair clothing of all types; the second section handles heavier materials such as blankets, webbing and tent fabric.

The combined unit is entirely self-sufficient, carries its own generators for light and power. The clothing repair section is equipped with six sewing machines, one button machine and one cylinder darning. The other section has four sewers, one over-feeding machine and one flat darning.

The new unit was developed at Camp Lee, Virginia, quartermaster replacement training center. Soldiers now in training in the various textile departments at Camp Lee will get an opportunity to work in experimental mobile units.

The sapwood of a tree is the wood next to the bark.

Bowman is Yard Medical Officer

Captain David Oberon Bowman, medical corps, was born in Bakersville, N. C., on January 15, 1887. He had his premedical education at Wake Forest college, North Carolina, and Berea college. He graduated from the medical school at Western Reserve university, Cleveland, Ohio, in 1918 and immediately entered the naval service.

His first orders were to the United States naval hospital, League Island, Pennsylvania, from 1918 to 1920, and then to marine recruiting, Cleveland, Ohio. From 1921 to 1922 he was medical officer in the USS Wright and then was transferred to the naval hospital, Guam.

From 1924 to 1927 he was on duty in the naval hospital, Chelsea, Mass., and then had marine expeditionary duty, base hospital, Leon, Nicaragua. New orders in 1928 took him to the USS Bridge as medical officer and then to the naval hospital, Washington, D. C. From 1934 to 1935 he was on duty as medical officer in the USS Tuscaloosa.

His next duty was in the department of physical training, Annapolis, Md., as medical officer and then in the naval hospital at Annapolis.

He is now on duty in the Charleston navy yard as yard medical officer.

HISTORIC SHIPPING LINE SERVES PORT

Clyde-Mallory Vessels Have Operated on East Coast Nearly a Century

The Clyde-Mallory lines, operators of ship between New York and Charleston, constitute one of the most historic services linking the northern and southern Atlantic seaboard. For nearly a century the vessels of these great lines have played their part in the building of southern trade, until now their lines connect New York with not only Charleston, but with Jacksonville and Miami, Key West and Tampa, Florida.

The Clyde line was born in 1844 of an early commercial panic which had subdued the United States but which served only to encourage a group of shipping men led by Thomas Clyde. Through the decades the Clyde line survived numerous handicaps and discouragements.

The Clyde line served the government during the Spanish-American war, with several of its ships, including the *Comanche*, a new steamer constructed in 1895, with a passenger capacity of 278. Later the *Apache* was built in 1901, followed soon after by the *Arapahoe* and the *Huron*. The latter was completely rebuilt and remodeled with accommodations for 210 passengers. The Clyde line's first Mohawk was launched in 1908, followed by the *Lenape*, a vessel of the most advanced type, and one of the first oceanic vessels to be luxuriously fitted and equipped, with room for 333 passengers.

The year 1924 marked another tremendous milestone in the history of the development of the line and its coastwise service, as on November 19 a route was established into Miami, when the *Apache*, with a full passenger complement and a large cargo of freight sailed into the Bay of Biscayne. Virtually all official Florida attended the colorful ceremonies marking the opening of this service which was greeted en route, as well as at the celebration, but the governors of several states—and frequent steamship service, consistent from that day, was established to one of America's greatest resort cities. With the development of the south, a development in which the Clyde line played a major part, the Clyde line has continued its construction and as fast as they were completed pushed numerous modern vessels into service.

Meanwhile the Mallory lines were becoming the second factor in the eventual development of the present Clyde-Mallory system. In review in detail the history of this staunch old line would be to review the entire history of the American Merchant Marine, beginning with the construction of the first American clipper ships—which sailed under the Mallory flag to distant ports of China, India, Australia.

With the outbreak of the first World war, the Mallory line was the first steamship service to place one of its vessels—the *Henry R. Mallory*—at the service of the United States government as a transport, and was the first to land American supplies and troops in France.

A fitting climax to the development of these two lines which contributed so much to the growth of our coastwise commerce, the Clyde and the Mallory lines combined, June 1, 1932, into the present large service operating as the Clyde-Mallory lines. Now, near the end of their first century of service, Clyde-Mallory is again contributing toward national defense. A number of ships of the line have been turned over to the government through the U. S. Maritime commission and those still flying the house flag of the company are helping transport materials vital to the national defense program, while the passenger vessels carry many army, navy and government officials and civilians traveling in the interests of the national emergency.

Pacific salmon die after spawning.



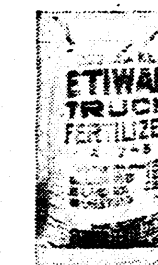
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