



Santa Fe Docks at San Diego about 1915. The steam schooner TALLAC is in the stream, another lumber carrier is alongside at the right, and two American-Hawaiian freighters are moored on the far side of the wharf. (From Union Title Insurance and Trust Co. Historical Collection.)

Gen. Transatlantique, Hamburg-America, and Holland-America. Added to these were sometimes as many as a dozen steam schooners a month from Puget Sound, Grays Harbor, the Columbia River, Coos Bay, Humboldt Bay, and the "dog-holes" of the Mendocino Coast.

In the cargo field, Isthmian had one of its "Steel" or "City" ships in about every two weeks from Portland, Maine, New York, and Baltimore; Quaker Line had a freighter arriving on similar headway from Philadelphia, Baltimore, and Norfolk; and American-Hawaiian also had about two a month from the same area. Also in the intercoastal trade were the freighters of the Argonaut Steamship Co., the "Point" freighters of Swayne and Hoyt were in about every three weeks, and for a while there was service to the Atlantic Coast by Transmarine Line with ships having such unlikely names as SUNUGENTCO, SUNEAWARCO, and SUTERMO.

The beginning of the end of the coastwise business came with the loss of HARVARD in 1931. There was an attempt to replace her by the chartered Clyde liner IROQUOIS (b SOLACE, c ANKARA), but after six months the new ship was returned to her owners, unable to keep pace with YALE. Matson Navigation Co. now owned the Los Angeles Steamship Co., and it decided to run the ship alone. The disastrous maritime strike of 1934 weakened all the lines, and the even worse strike of 1936 caused the withdrawal of the passenger services of both the Los Angeles Steamship Co. and the Pacific Steamship Co. If the strikes weren't

enough, the impossibly severe safety regulations spawned by Congressional hysteria which followed the MORRO CASTLE disaster made the revival of service out of the question. The coastal passenger ships were through, and no one was going to build new ships and start over again in the face of steadily strengthening rail, bus, and plane competition, and an increasing tendency to get places in one's own automobile.

A weakness of the Port of San Diego was, traditionally, the fact that San Diego was a receiving rather than a producing community. There was plenty of inbound cargo, but little outbound -- and there were no bunkering facilities except for emergencies. Ships passed by San Diego and went to Los Angeles Harbor because, while working cargo, they also could top off their fuel tanks. Finally someone decided to do something about it, and the Harbor Commission, after World War II, brought about the construction of the multi-million dollar Tenth Avenue Terminal -- the last word in cargo-handling facilities, and with bunker oil available at shipside and at Los Angeles Harbor prices. Meanwhile, an aggressive campaign in the hinterlands brought a flow of cotton and other commodities through San Diego for shipment.

It is a different picture today. The homey, comfortable coastwise passenger ship is gone, probably for all time. Trucks and flatcars have supplanted the steam schooners, and the ships you see at busy Tenth Avenue