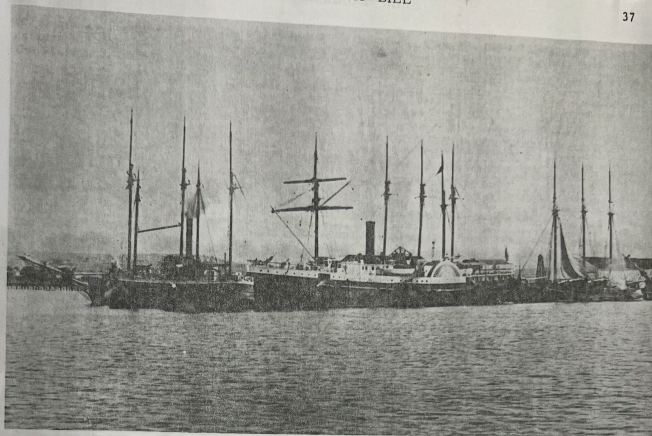




The Pacific Coast S.S. Co. wharf at San Diego about 1885. SANTA CRUZ and ANCON are the steamers alongside. (From Union Title Insurance and Trust Co. Historical Collection.)

ships, but the service did not flourish, and the chartered Norwegian steamer THYRA closed it in 1902.

The coastwise trade did not see any great change until the Pacific Coast Steamship Co. brought out GOVERNOR and PRESIDENT (b DOROTHY ALEXANDER, c COLUMBIA, d PORTUGAL) in 1907, 5433 ton sister-ships, although GOVERNOR had two stacks and PRESIDENT one. They operated between San Diego and Seattle via San Pedro and San Francisco beginning in 1909. SANTA ROSA continued to supplement them between San Francisco and San Diego until she was lost in 1911. Two other losses the same year prompted the company to build CONGRESS, (b NANKING, c EMMA ALEXANDER, d EMPIRE WOODLARK) which came out in 1913.

In 1910, the San Diego trade was livened by the appearance of YALE and HARVARD, fresh from winning laurels in the New York-Boston "outside" trade, and now chartered to the Pacific Navigation Co. They came to the Pacific Coast via the Straits of Magellan, and entered the San Diego-Los Angeles-San Francisco service with four sailings a week.

World War I upset schedules badly. YALE and HARVARD were withdrawn in 1918 and went into service as transports across the English Channel. GOVERNOR and PRESIDENT entered the Hawaiian trade, and the coastal business was carried on by the smaller steamers of the Pacific Steamship Co. (The Pacific Coast Steam-

ship Co. and the Pacific Alaska Navigation Co. merged in 1916) such as ADMIRAL DEWEY, ADMIRAL EVANS (a BUCKMAN), ADMIRAL FARRAGUT, ADMIRAL SCHLEY, and ADMIRAL WATSON (a WATSON) as well as coastal steam schooners in the lumber business. After the war, YALE and HARVARD returned in 1921, now under the houseflag of the Los Angeles Steamship Co., and the Pacific Steamship Co.'s EMMA ALEXANDER (a CONGRESS) and RUTH ALEXANDER (a SIERRA CORDOBA b CALLAO) made San Diego their southern terminus on weekly calls in addition to visits by assorted "Admirals" of the same owners. In the middle 'twenties, YALE and HARVARD were in and out of San Diego four times a week and steamers of the Pacific Steamship Co. thrice.

The opening of the Panama Canal brought San Diego its first intercoastal steamers. In 1925, the Panama Pacific Line's passenger steamers FINLAND, MANCHURIA (b PRESIDENT JOHNSON, c SANTA CRUZ), and MONGOLIA (b PRESIDENT FILLMORE, c PANAMANIAN) began to call at San Diego on their westbound voyages. They were succeeded in 1928 and 1929 by CALIFORNIA (b URUGUAY), VIRGINIA (b BRAZIL), and PENNSYLVANIA (b ARGENTINA). They continued to be fortnightly callers until they were withdrawn in 1938. About once a month, one of Johnson Line's Swedish motorships was in from Göteborg and way ports, and there were occasional calls by the cargo-passenger vessels of the East Asiatic, North German Lloyd, East Asiatic, and

