

MEMORIAL RESOLUTION NO.14

Memorializing His Excellency the President and the Honorable Secretary of War to institute at the earliest possible date government steamship service from Panama to San Diego, San Pedro, San Francisco, Portland and Puget Sound to operate in connection with the government railway across the Isthmus and the government steamship service on the Atlantic Ocean.

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Whereas the American people have invested four hundred million dollars in the Panama Canal not simply for the sentimental purpose of connecting the two oceans and not simply in order to facilitate the movement of naval vessels, but mainly with the intention of promoting commerce between the two seaboards, reducing the cost of many commodities to the consumer, and promoting national prosperity and development; and

Whereas after the opening of the canal the lumber, minerals, grain, fruit and fish products of the Pacific Coast can be moved by water to the Atlantic seaboard at one third the cost of transportation by rail, and the manufactures of the east coast can be delivered at Pacific Coast ports at a corresponding reduction; and

Whereas, the Erie barge canal with transfer to steamer at New York will probably afford an economical route for bulky or low grade freight between the region of the Great Lakes and the Pacific Coast; and

Whereas, water transportation of the Mississippi and its tributaries with transfer to ocean steamer at New Orleans will doubtless enable bulky freight to move economically from the great interior valley to the Pacific Coast and vice versa; and

Whereas, the immense development of the Pacific slope from which they would profit and particularly the back haul of freight from the Pacific seaports for distribution inland as far as the Rocky Mountains will in reality more than compensate the railroads for the possible decrease in transcontinental freight; and

Whereas, although the substantial and certain benefit of the railroads in such an expansion of business and national prosperity is recognized by able railroad officials, nevertheless the dominating powers in the railroad and financial world seem disposed to thwart the development

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of commerce between the two seaboards of the United States; and

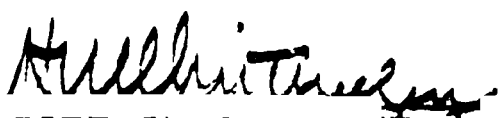
Whereas, said dominating interests, now amounting almost to a money trust, appear to be in a position to prevent an independent line of fast steamers being financed, and would probably succeed in driving such an independent line, if established, out of business by putting on steamers of their own which would temporarily give out-throat rates and by similar monopolistic devices, and

Whereas, in the judgment of this Commission the only method which can secure the proper utilization of the Panama Route for the benefit of the people of the United States is for the National Government to extend to the American ports on the Pacific the line of government steamships being now and for some years past successfully operated between New York and Colon;


THEREFORE BE IT RESOLVED by the Port Commission of the Port of Seattle as follows:

Section 1. That, through the Senators and Representatives in Congress of the State of Washington, His Excellency the President and the Honorable Secretary of War be memorialized to institute at the earliest possible date government steamship service from Panama to San Diego, San Pedro, San Francisco, Portland and Puget Sound to operate in connection with the government railway across the Isthmus and the government steamship service on the Atlantic Ocean.

Passed the Port Commission of the Port of Seattle on the 13th day of December, 1911, and signed by its proper officers in authentication of its passage this 13th day of December, 1911.

  
PRESIDENT OF THE PORT COMMISSION.

Attest:

  
Secretary of the Port Commission.