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CONSULAR BUREAU
JUL 11 1923
DEPT. OF STATE

DEPT. OF STATE
JUL 2 1923
DIRECTOR of the CONSULAR SERVICE

Enclosure No. 1 with
Mr. Dickover's Despatch
No. 41 of May 29, 1923.

No. 41.

AMERICAN CONSULATE.

Kobe, Japan, May 29, 1923.

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1 copy " Sh Bd
JUL 2 1923

SUBJECT: Transmitting Memorandum by Vice Consul Newton Entitled "Improved Passenger Trade on United States Shipping Board Vessels Operated on the Pacific.

Department of State
JUL 11 1923
Division of
Political and Economic Information

Division of
FAR EASTERN AFFAIRS,
JUN 28 1923
Department of State.

INDEX BUREAU
893.8

THE HONORABLE
THE SECRETARY OF STATE,
WASHINGTON.

SIR:

I have the honor to transmit herewith a memorandum
1/ prepared by Vice Consul J. H. Newton entitled "Improved Passenger Trade on United States Shipping Board Vessels Operated on the Pacific."

I have the honor to be, Sir,

Your obedient servant,

E. R. Dickover,
American Consul in Charge.

Enclosure:

Memorandum.

#885.

DEPT. OF STATE
JUL 2 1923
ACKNOWLEDGED

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Enclosure No. 1 with
Mr. Dickover's Despatch
No. 41 of May 29, 1923.

AMERICAN CONSULAR SERVICE

Kobe, Japan, May 28, 1923.

MEMORANDUM

Improved Passenger Trade on United States Shipping Board Vessels Operated on the Pacific.

There is a decided increase in the passenger traffic on American vessels plying between Pacific port cities in the United States and those in the Orient. Much of the recent heavy increase (the Admiral Line Steamship Company and the Pacific Mail Steamship Company since January of this year have reported all of their cabins engaged until July) may be attributed to tourist travel at this season of the year. However, the regular passenger business of the two American companies mentioned has improved considerably during recent months.

(In a memorandum dated June 6, 1922, and transmitted to the Department by Consul Dickover, the writer pointed out that the discourtesy on the part of crews of Shipping Board vessels was, in no small way, responsible for the comparatively small travel on American vessels. In recent months I have not heard of cases wherein the passengers complained of the conduct of the crews of our vessels. It is evident that shipping companies have made corrections toward bettering their services. For instance, a great improvement made by the Admiral Line was the dismissal of the white waiters on their vessels and the)

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(the replacing them by Chinese. Persons who live and travel in the Orient are not accustomed to being served by Caucasions, and men of that race, especially Americans, resent certain duties they are called upon to perform. The writer recalls one case which was brought before him in the Consulate last year concerning a fight aboard one of the "535" vessels just prior to the sailing hour, in which some of the participants bled badly, an unseemly sight before passengers, and all because one man "nursed a grudge" against another, thinking the latter "had it in for him", on account of his being obliged to perform work below his dignity!)

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The chief competitor of the Admiral Line Steamship Company operating to the Orient is the Canadian Pacific Steamship Company. Their home ports, Seattle, Washington and Vancouver, B. C., respectively, are so closely situated that the rivalry between the two companies is especially keen. The vessels of both companies make practically the same speed in crossing the Pacific. During the year 1922 the Admiral Line made a considerable gain in the number of passengers carried as compared with the year 1921. However, statistics show that the Canadian Pacific carried almost twice as many passengers embarking from the Far East for the United States and Canada as the Admiral Line. Local officials of the Canadian Pacific inform me that at least one-half of their Pacific Ocean trade in passengers to and from the United States consists of Americans. (One might partly ascribe the cause of this

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this situation to the application of prohibition laws on vessels under the American flag. It is evident that many Americans, especially those who have resided in the Far East, do not appreciate quenching their thirst while secluded in their cabins. The around the world journeys of thousands of American tourists traveling under the auspices of American touring companies, aboard vessels flying foreign flags, is sufficient evidence that great numbers of Americans do enjoy the unrestricted privilege of partaking of alcoholic beverages. Four vessels, the S.S. LACONIA, the S.S. RESOLUTE, the S.S. EMPRESS OF FRANCE and the S.S. SAMARIA, in the order named, have visited this port on long cruises since the first of this year. Three of them flew the British flag and the S.S. RESOLUTE, commanded by American officers and with practically 100% of the passengers American, was registered under the Panamanian flag shortly before she departed from the east coast of the United States. But I believe that the social qualifications of the officers and the conduct of the crew on a vessel have a greater effect on the passenger trade of a steamship company than that its liners may go to sea with liquors, instead of soft drinks, served in the saloons. At present, American vessels on the Pacific are run on just as good schedule time as foreign vessels. The cabins on the new Shipping Board vessels operating to the Orient are better than those of Japanese vessels and on a par, at least, with British vessels. Numerous American travellers, even those who make a practice

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of travelling on foreign vessels, have informed me, that they believe that the Admiral Line and the Pacific Mail serve food which is more suited to our tastes than other passenger carriers on the Pacific. However, it would seem that many Americans still prefer travelling aboard Canadian Pacific vessels and I am convinced that it is because of the officers, including petty officers, and thoroughly experienced crews. Not only individuals, but several prominent American men and their families have travelled in groups, or in parties known as missions, to Japan and China aboard alien vessels.

Through years of experience on passenger vessels, the officers, especially the captains of certain British vessels, have made such reputations for themselves, socially, that many Americans prefer to travel with them, even at the expense of waiting over a few days when other vessels are available. I have noted that the British, whenever possible, almost invariably travel on vessels flying the British flag. Also, I have noted that the same situation pertains to the numerous Japanese crossing the Pacific in regard to their own vessels, and I have noted that Americans do not necessarily make use of the vessels under the registry of the United States.

The chief competitor of the Pacific Mail Steamship Company operating to the Orient is the Toyo Kisen Kaisha. Both companies have their American head-quarters at San Francisco. During the year 1922 the Toyo Kisen Kaisha carried more passengers

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than any of its competitors from the Orient to the United States. According to statistics, the passengers who embarked from the Far East for the United States aboard the Toyo Kisen Kaisha vessels during the year 1922 numbered 15,108 and those who travelled on Pacific Mail vessels numbered 9,160.

Following is a list of steamship companies and the number of passengers carried from the Far East by them during last year:

	First half-year. Persons.
Toyo Kisen Kaisha	7,554
Canadian Pacific	5,510
Pacific Mail	3,769
Admiral Line	2,350
China Mail	2,166
Osaka Shosen	1,530
Nippon Yusen	1,080
Total	23,959

	Second half-year. Persons.
Toyo Kisen Kaisha	7,554
Pacific Mail	5,391
Canadian Pacific	4,717
Admiral Line	2,939
China Mail	1,875
Osaka Shosen	826
Nippon Yusen	535
Total	23,837

The passenger rates of the last three companies named are much below those charged by the first four. Their steamers are slower and the accommodations are not as good as those furnished by the four companies who lead in passenger traffic. The fact that the Toyo Kisen Kaisha is so much in the lead can be ascribed to the large numbers of Japanese who have relatives in America and who are entitled to enter there if they desire, and to those Japanese whose permanent

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residences are in the United States, but who have been visiting in Japan. Such class of people usually travel third class. Also, many Japanese business men often proceed to the United States and they make use of their own vessels.

In the beginning of this memorandum it was stated that there is a decided increase in the passenger traffic on American vessels plying between Pacific port cities in the United States and those in the Orient. (The writer is particularly interested in all matters pertaining to shipping and it gratifying to him to make note of the great improvement occurring in the operation of American vessels.) As might be expected, the Shipping Board vessels have made considerable progress in passenger trade during the past year in competing with foreign vessels and it is apparent that they are being operated more and more efficiently, considering the handicaps which may be overcome only through experience.

John Newton

John Newton,
American Vice Consul.

#885.