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The Daily Examiner.

VOL. XXXIV. SAN FRANCISCO: SATURDAY MORNING, JANUARY 21, 1882. NO. 21.

PORT CHARGES.

The "Examiner's" Exposo Indorsed by the "Bulletin."

San Francisco Declared to be the Poorest Port in the World—Towage and Other Charges.

In reference to the exposo made by the Examiner of the excessive charges made on shipping visiting this port, the Bulletin says: "The charges for towing in and out vessels, owing to the combination, are now greater than in the days of monopoly. The Merchants' Exchange has recently brought together some facts of interest. They have actual entry with the custom-house of the arrival of vessels requiring towing, as to the charges for towage. It runs common, the charge for towing in and out a ship from this port has been as high as $1,500. There appears to be no regular rate for towage, but the charges are left to the combination. Those who are left out must pay whatever the tug monopoly demands, or be left at anchor without wages. There is not a single steamboat tug owned in this port that is not a monopoly, although it is not several which would be put in the hands of receivers if they were not kept busy, both somewhere up the coast. The Monticello, Goliah, Rescue, Fearless, Oakland, Vigilant, Hercules & Co. at present are the only boats that are not the property or partly so subsidiary to towing. The newest owners do not propose to have the rates reduced, but on the contrary they will probably try to increase whenever. Of course a ruinous opposition instituted by two powerful companies would reduce the charges, but the last name of these months. But the latter might not last, both on the large scale of business done and the fact that the Central Pacific and Oregon Railway, which is a monopoly, charged $2,000 for getting her tug monopoly charged $2,000 for getting her tug across the bay, and $1,000 for towing her home. Another ship charged her owner in the same way. The monopoly charged $1,000 for towing a ship to Port Costa and back, and $1,000 for towing from Port Costa to Oakland. Then there is the old steam yacht Active, now lying rotting in Hunters & Co.'s dock, which was chartered by the monopoly at $500 per month and no subscription to towing. The newest owners do not propose to have the rates reduced, but on the contrary they will probably try to increase whenever. Of course a ruinous opposition instituted by two powerful companies would reduce the charges, but the last name of these months. But the latter might not last, both on the large scale of business done and the fact that the Central Pacific and Oregon Railway, which is a monopoly,