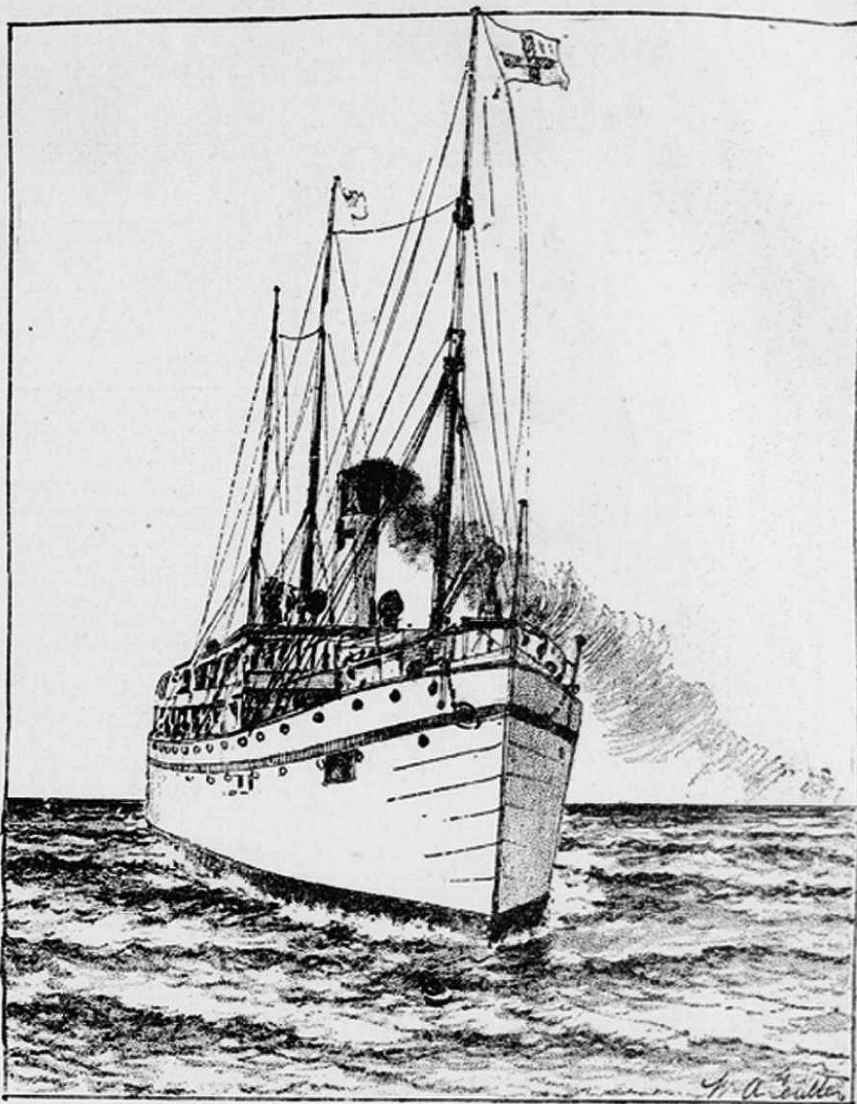


WINSLOW SAYS CUSTOMS MEN SHALL NOT SEARCH SOLACE

Captain of Transport Refuses to Allow Them Aboard and Treasury Department Is Notified.



HOSPITAL SHIP SOLACE, WHICH ARRIVED FROM MANILA ON SUNDAY AND STEAMED AT ONCE TO MARE ISLAND NAVY YARD WITHOUT BEING INSPECTED BY THE QUARANTINE OFFICER OR BY CUSTOMS EMPLOYER.

CAPTAIN HERBERT WINSLOW of the naval transport Solace has an exalted idea of the rights of naval vessels as against customs officers, and in accordance with his position on that mooted issue he led the customs inspectors and the Federal quarantine officer a merry race from the Golden Gate to Mare Island last Sunday.

On Captain Winslow's previous trip from Manila to this port customs inspectors seized a large quantity of smuggled goods that had been concealed on board by officers and men alike. The duties on these goods amounted to \$2000. Naturally enough, when the Solace was about to arrive again the Federal authorities were on the alert. The Solace arrived on Sunday, but instead of proceeding to the quarantine grounds to pass the customary inspection and to land the mail Captain Winslow steamed in through the Golden Gate and then proceeded direct to the navy yard at Mare Island.

The Federal authorities were surprised, and Quarantine Officer Dr. Kinyoun was astounded at the daring of the sea officer in putting his authority at naught. The quarantine boat Sternberg, with the doctor and the customs inspectors on board, steamed after the Solace. When they reached Mare Island Captain Winslow declared that he would not permit any customs inspector to board the vessel

unless he, the captain, were specially ordered to do so by the Secretary of the Treasury.

"You can stand on the wharf and watch the vessel," said the captain, "but you can't come on board."
Dr. Kinyoun returned on Sunday evening with the mail bags that the Solace should have delivered to Station D, at the ferry landing, immediately after her arrival in port. The customs inspectors remained at Mare Island to watch for smuggled goods, and made a written report to Surveyor Spear, who in turn reported to Customs Collector Stratton. Mr. Stratton yesterday morning, immediately upon the receipt of the report of the Surveyor, wired a statement of the affair to the Secretary of the Treasury and asked for instructions. A reply is expected today.

Captain Winslow sent a letter to the Collector declaring that he would not allow any dutiable goods to go out of the ship, that he would seize all goods that might be found or attempted to be smuggled ashore, that he would search his own ship with his own officers and men, but that he would not permit a search to be made by customs officials unless he received an order from the Secretary of the Treasury.

VALLEJO, Feb. 25.—Before noon the Solace ran alongside the dock here, and shortly afterward some crockery, china vases and other bric-a-brac were taken

ashore by their owners. These did not escape the watchful eyes of the inspectors, and as a result the articles were promptly confiscated.

At noon to-day, when Inspectors Lundquist and Latham came over to the Bernard House to dinner, Inspectors Broderick and Adams were left on duty at the ship's side.

The commander, before leaving Mantia and Honolulu, gave his men to understand that no smuggling would be tolerated, but the inspectors fear that some of the men have disobeyed this order.

Under the law the commander of a man-of-war is recognized as an officer of the customs service, and, therefore, bound to prevent smuggling. Consequently his ship is exempt from visits of customs officers. Commander Winslow holds that the Solace is entitled to such exemption under this clause, and that is where he differs from the customs inspectors.

WASHINGTON, Feb. 25.—Regarding the report that Captain Winslow of the transport Solace refused to allow customs inspectors on board to search for smuggled goods, Assistant Secretary Spaulding said to-night that the Treasury Department could make no statement in the matter, as it had no official knowledge of it and knew nothing of the conditions and circumstances. He said, however, in a general way, that customs inspectors had a perfect right to board transports in search of dutiable goods. If any misunderstanding existed in the present instance he thought it would be straightened out by the Collector of Customs at San Francisco, without bringing it to the attention of the department.