

WHY Foreign Crews MAN AMERICAN SHIPS

By SAMUEL M. EVANS

HELLO, Henry. I am going to leave you today. I've sold my carcass again."

This remark by a big sailor to a friend on the San Francisco waterfront caused a landsman to turn around and regard the pair curiously. It was the tenth time that he had heard that remark in the course of an hour as he loitered about the wharves watching the whalers preparing for their season in northern seas. He had seen big, hard-fisted men boarding the vessels or sitting about on boxes on the docks chatting with friends until they should be summoned on board for the cruise. And always, as the sailors would greet a new companion, came that remark, "I've sold my carcass."

It puzzled the landsman. He did not understand, but figured out that it was some rough pleasantries. He did not know that every man who sails out of an American port in a deep-sea vessel under the stars and stripes must literally sell his body and soul into a servitude as abject and as debasing as that of the black man on the southern plantation before the Emancipation Proclamation was issued.

For the American who sails the high seas under the stars and stripes is a slave. He is a slave under the law. True, he cannot be put upon the auction block by his master and sold to the highest bidder. But he must surrender his American birthright—freedom of contract; he must sign away his right to his pay when it falls due. And he cannot be a sailor without signing them away. And he cannot run away from his bargain and his master. If he tries it, he is arrested and taken back, no matter in what quarter of the globe his vessel is anchored. For, by the operation of treaties with all the maritime powers of the world, the United States agrees to arrest and return foreign sailor-slaves, in return for which the foreign countries have agreed to arrest and return to American ships America's chattel slaves.

No man is ever a slave under the law unless conditions are such that it is necessary for his masters to hold him legally in servitude in order to retain his services. Every land is full of industrial slaves who cannot desert their masters if they would, because there is nothing else for them to do but to submit or starve. But the occupation of a sailor carries him to foreign lands where the lure of untried conditions is forever beckoning, and it would be comparatively easy for him to desert his master. But here the law steps in, and



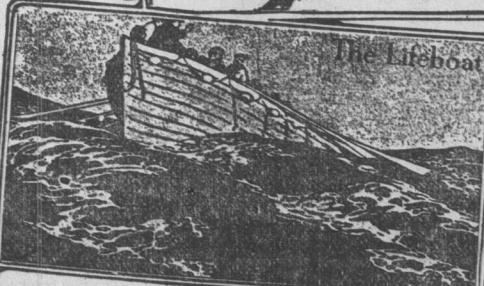
the fear of the foreign dungeon and the certain return to his ship in irons holds him to his contract. And even with the fear of certain re-enslavement staring him in the face, the sailor under the stars and stripes is far too often a deserter. It is idle to argue that it is in the nature of the sailor to wander, to desert one master for another, and that therefore laws are necessary to prevent the disorganization of the merchant marine. Every occupation has its devotees to whom it calls in an insistent voice, and there are thousands of men who follow the sea from choice. The answer to the question, why is the sailor legally a slave, must be found in an inquiry into the conditions from which he seeks to run away. If he likes to follow the sea there is no reason why he should forever try to leave it or to leave his master and his flag except that the conditions under which he is forced to work are intolerable. And here lies the answer.

The earliest known facts about the condition of the laborer at sea take us back to the ancient laws of the Norsemen and to the code that governed the sailors of the ancient cities on the shores of the Mediterranean. In the north the laborer on land and at sea was a free man. The sailor had the same status above his vessel that his brother had in the Norse towns. He had the same freedom of contract and the same voice in the laws regulating the conduct of his companions and himself. The laborer of the south was a chattel slave on land and on sea. He was usually a prisoner of war and his body and soul belonged to his master. He was chained to his seat in the galley and lashed to his task. Manual labor of all kinds was considered to be debasing and performed only by slaves.

The Island of Rhodes gave to the Mediterranean its maritime law, and the Roman code was patterned after that of Rhodes. When Rome conquered the countries of the north, she gave them her laws for the regulation of labor on the sea as well as on land. The all-pervading idea of Roman civilization was that labor is debasing, and the laborer on land was a serf and on the sea he was a slave. The maritime power of medieval Europe, which was expressed through the laws of Barcelona and later through the all-powerful Hanseatic League of cities, was maintained through Roman maritime law. It gradually overpowered and obliterated the law of the north, and the free sailor ceased to exist. Since that day the sailor has been a chattel slave.

When sailing vessels replaced the galley, it became necessary that the sailor's status as a slave be maintained by rigid laws against desertion. Freedom of action was necessary for the operation of a sailing vessel, but it was still necessary to keep the sailor bound to the ship because injury might come to the vessel through his desertion. And so his status as a slave was maintained by law on the "principle of common hazard." All the laws of the Hanseatic League stipulate that if any harm come to a vessel while any sailor is absent from shipboard, the absent sailor shall pay the damage. The safety of the vessel and her cargo was in the hands of every man on board while the vessel was at sea or in foreign ports.

The progress of civilization has relieved the ship-owner and the master of the hazard of the sea. Maritime insurance has been devised to pay for losses through acts of God. If a ship sinks at



sea, no one loses but the sailor and his widow and children. The property is paid for by the community, by you and by me; for insurance shifts the burden of loss from the shoulders of the individual to the shoulders of the community. Perfect policing of the sea has removed the dangers from piracy, and losses from state or local disturbances are paid for by the states and localities responsible.

And so the old principle of common hazard has been abandoned so far as the ship-owner is concerned through the operation of maritime insurance and modern laws. But how is it with the sailor and with you and me? It is easy to see how this has worked to increase the hazard borne by the crew. Formerly the ship-owners would not load his vessel to the danger point; he would not risk employing unskilled men or too few sailors, because he did not want to risk his property. Now he does not care; insurance will take care of the risks, and the idea is to make all the money possible.

Let us look a little more closely into the condition of the sailor's occupation that has been evolved out of this hodge-podge of laws, ancient and modern. And then we can see very clearly how this condition affects not only the sailor but you and me and every other American citizen. A brief comparison of the conditions on shipboard under the American flag with those under the flags of other nations will explain why the American boy does not go to sea, and why it is necessary to keep the American sailor a chattel slave by law of congress. To begin with, the American sailor who would ship over the high seas is compelled to seek his employment through a "crimp."

The crimp is the runner for the notorious sailor's "boarding-houses" which furnish crews for all deep-sea-going vessels. He is the absolute master of the sailor's employment. All deep-sea captains ship their crews through the crimp. The crimp is paid out of the unearned wages of the sailor. It is called "advance money" which the law permits the sailor to sign away and which the system compels him to sign away. The sailors call it "blood money." The money is paid by the captain directly to the crimp. In fact all the negotiations are carried on directly between the captain and the crimp. The sailor is not consulted at all. More often than not, he is taken on board after having been liberally treated to "third rail" or "doctor," a drink that robs him of all consciousness. The practice smacks very much of the old practice of "shanghaiing." The act of December 21, 1898, prevents the payment of this blood-money, called "allotment to original creditor" in the domestic trade (coastwise shipping and the trade to nearby foreign countries). But it is permitted in the deep-sea trade, and no sailor ever obtains employment on a deep-sea-going vessel without having visited the crimp. The crimp exists because the law permits him to exist, by permitting the assignment of "advance money."

One state, Oregon, actually recognized the system by a statute limiting the amount of blood-money to thirty dollars. The crimp ceased to exist in the domestic trade when congress abolished the "allotment to original creditor" in 1898.

When the sailor gets aboard he is compelled to live in a space 6 feet long by 6 feet high and 2 feet wide. This is the legal forecastle space (72 cubic feet) except in sailing vessels built or rebuilt after June 30, 1898. The sailors call it the "dog hole," to distinguish it from the "fire hole" (stewards' quarters), and the "glory hole" (stewards' quarters).

FIGURES ON TRADE

Interesting Statistics by Department of Commerce and Labor.

Publishes Valuable Information on Decennial of Exports and Imports—Work of the Late Session of Congress.

Washington—"Calendar Year Statements," showing the imports and exports of the United States from 1900 to 1910, is a publication issued by the Bureau of Statistics of the Department of Commerce and Labor. Among the curious things shown is, for example, that fruits and nuts imported into this great agricultural country have doubled since 1900, having grown from \$19,000,000 in value in the year 1900 to \$39,500,000 in 1910. Fruit imports alone increased from a little less than \$16,000,000 to practically \$26,000,000. Bananas form the largest item in the group, being valued at a little less than \$6,000,000 in 1900 and over \$12,000,000 in 1910.

Hides and skins also form a marked increase, having grown from 307,000,000 pounds in 1900 to 573,000,000 in 1909, the figures of 1910 being considerably less, 461,000,000 pounds. The value of hides and skins imported was in 1900 \$51,500,000 and in 1910 \$86,000,000. Goatskins form an important factor in this, having been in 1900 \$19,000,000 in value and in 1910 \$27,000,000.

Sugar, of which the United States is a large producer, but not yet sufficiently large to meet the requirements of her population, shows imports in 1900 of 3,750,000 pounds, valued at \$91,750,000, and in 1910 4,250,000,000 pounds, valued at \$114,000,000, these figures being exclusive of the sugar brought from Hawaii and Porto Rico, which amounted in 1910 to over 1,000,000,000 pounds from Hawaii, valued at \$39,500,000, and 626,000,000 pounds from Porto Rico, valued at \$26,260,000.

Importation of Cotton.

Cotton, although the United States produces practically three-fourths of the world's supply, shows imports in 1900 of 60,000,000 pounds, valued at \$8,000,000, and in 1910 \$5,000,000 valued at \$17,500,000.

Live animals of all classes show a value of 1900 of \$1,375,000, the largest single item being the group cattle, and in 1910 a total of \$7,750,000, cattle still forming the largest single item—nearly one-half of the total of the group.

Breadstuffs imported in 1900, including under this term wheat, corn, barley, oats, rye, rice, flour, etc., amounted to \$4,000,000 in value, and in 1910 \$13,250,000, the largest item in the 1910 figures being macaroni, nearly \$5,000,000; rice and rice flour and meal, \$4,250,000; wheat and flour, nearly \$1,000,000.

Tobacco imports, which in 1900 amounted to \$15,000,000 in value, were in 1910 practically \$25,000,000, these figures being exclusive of manufactures of tobacco, which amounted in 1900 to \$2,500,000 in value and in 1910 a little over \$6,000,000.

Meat and dairy products imported, which amounted in 1900 to \$3,250,000, were in 1910 \$11,750,000, the largest item in this group being cheese, \$7,500,000; rice and rice flour and meal, \$4,250,000; wheat and flour, \$1,500,000.

Decrease in Exports of Breadstuffs.

On the export side the figures show a decline in the outward movement of breadstuffs, but large increases in the exports of manufactures. The value of breadstuffs exported in 1900 was \$251,000,000, and in 1910 but \$109,000,000—under this term being驱动小麦, wheat and flour, oats, barley, rye, rice flour, etc.

Cattle exports in 1900 amounted to \$34,000,000 and in 1910 to \$9,500,000, and of live animals of all kinds exported in 1900 was \$49,000,000 in value and in 1910 but \$15,250,000. In meat a reduction in the exports is also apparent, the value of meat and dairy products exported in 1900 having been \$186,500,000 and in 1910 but \$129,500,000.

Cotton, however, shows a large increase, and so do manufactures, the value of cotton exported in 1900 being \$314,000,000 and in 1910 \$531,000,000.

Manufactures as a whole exported in 1900 amounted to \$322,000,000 in form ready for consumption, and \$164,000,000 in form for further use in manufacturing, \$86,000,000, making a total value of \$27,000,000.

CIVIL SERVICE PAY.

With a view of enlisting the interest and co-operation of federal civil service employees throughout the country and of gaining through them the support of the voters of all parties for legislation providing for the increase of their salaries, a largely attended mass meeting was held in Convention hall in Washington, and addressed by several speakers.

The principal address was made by Fulton R. Gordon. He asserted that the remuneration of the civil service employees, of whom he said there were now 185,000 throughout the country, with about 28,000 in Washington, was substantially what it was in 1852, "even though living expenses have advanced in the last ten years by at least 50 per cent."

He said that the average pay of the civil service employee was \$728 a year, and that the smallest pay represented

in this average was insufficient for even the bare necessities of life. The speaker asserted that during the past eight years \$1,000 government employees had resigned because they could not live on their present salaries and were offered better pay outside.

NO HAIR FROM DEAD.

American women who resort to rats, switches and puffs of hair to reinforce nature need not think that they are wearing hair taken from the dead, according to Consul General George E. Anderson of Hongkong, China.

Mr. Anderson also contradicted the stories that have been circulated to the effect that much of the hair which goes to make up these "reinforcements" comes from cues that have been cut off. To substantiate this, he says that although thousands of cues have been cut off in Hongkong during the last few months, the hair has not been sold.

The hair shipped from the Chinese empire is the comings from well-to-do people, mostly women, says the consul general. Comings that formerly were thrown away, he adds, now are saved and sold to barbers by Chinese maids. Barbers also obtain considerable hair while plying their trade, selling it to half exporters. Much of the Chinese product, Mr. Anderson declares, is sent to Paris and is exported from there to the United States as French hair.

WORK OF CONGRESS.

The accomplishments of the third session of the Sixty-third Congress which are of any public interest may be enumerated as follows:

Resolution for an amendment to the constitution providing for the direct election of senators, defeated.

Resolution declaring that William Lorimer was not entitled to his seat as a senator from Illinois, defeated.

The judicial section of the revision of the laws of the United States adopted. This revision provides that after January 1, 1912, the United States district courts shall be the only federal courts of first instance. United States circuit judges will, after that date, serve as members of the United States courts of appeals.

Legislation provided for the fortification of the Panama canal enacted, and an initial appropriation of \$3,000,000 made for the purpose.

The policy of the United States in embassy homes in foreign countries enacted into law.

Provision made for the erection of many postoffice buildings in different parts of the country. These buildings were authorized at the last session, but it remained for this session to appropriate the money.

An Appalachian forest reserve created that calls for an expenditure of \$11,000,000.

Legislation under which the federal government from this time on will bond its employees.

Provision made for the government inspection of the boilers of railroad locomotives used in interstate commerce.

A rivers and harbors bill providing for the continuation of works under existing contracts, providing for an increase in the engineer corps of the army and providing that the waterways commission shall investigate as to the practicability and the feasibility of a ship canal connecting Lakes Michigan and Erie by way of northern Indiana, passed.

San Francisco designated as the place for an exposition to commemorate the opening of the Panama canal.

An appropriation of \$1,000,000 for extending the postal savings bank system.

Ratification by the Senate of a new commercial treaty with Japan.

Legislation suggested by the Secretary of the Treasury, under which \$50,000,000 of Panama canal bonds without circulation privilege may be issued, permitting the issue of gold certificates based on gold bullion, permitting the payment of customs duties and internal revenue taxes by certified check on national banks or trust companies at the discretion of the Secretary.

Provision made for the erection of a Lincoln memorial here in Washington the cost not to exceed \$2,000,000.

Left Over Legislation.

The following is a summary of the more important left over legislation: The bill making effective the reciprocity agreement between the United States and Canada.

Subsidies for steamship lines carrying the United States mails to South America and Central America.

Provision for an experimental parcel post of rural routes.

What is known as the age pension bill providing for an expenditure of about \$45,000,000 additional annually for pensions for veterans of the Civil War.

The proposed creation of a national bureau of health.

All the conservation legislation recommended by the president.

A nonpartisan permanent tariff board of five members.

Admission of New Mexico as a state.

Senator Cummins' resolution for a change in the rules of the Senate so as to expedite piecemeal revision of the tariff.

The legislation demanded by the National Anti-Saloon League making interstate shipments of liquor subject to state regulations.

Legislation fixing the tolls that are to be charged on the Panama canal.

Revision of the banking and currency laws.

A retirement law for government employees.

Legislation bringing the consular service within the classified service.

To Get Its Beneficial Effects, Always Buy the Genuine SYRUP of FIGS and ELIXIR of SENNA manufactured by the CALIFORNIA FIG SYRUP CO. Sold by all leading Druggists One Size Only, 50¢ a Bottle

A POLITICAL TALK.



Has Cardinal Gibbons' Approval. Cardinal Gibbons, the highest authority of the Roman Catholic church in America, has expressed his approval of Tuberculosis day, which is to be observed by the churches of the United States on or about April 30, and of the general organized anti-tuberculosis campaign, according to a report of an interview made public by the National Association for the Study and Prevention of Tuberculosis.