

WHY Foreign Crews MAN AMERICAN SHIPS

By SAMUEL M. EVANS
CONTRIBUTOR
OF THE
PENNSYLVANIA
PUB. CO.

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 handman 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 looked about the wharves watching the whalers preparing for their season in northern seas. He had seen big, hard-fisted men, leaning 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 handman. 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 sailors to their masters 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 untold conditions is forever beckoning, and it would be comparatively easy for him to desert his master. But here the law steps in, and



The Lifeboat



Shipwrecked

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 police 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 shipowner 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 shipowner 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 hedge-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 can be so free to 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 "boardinghouses" 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 vessel built or rebuilt after June 30, 1898. The sailors call it the "dog hole," to distinguish it from the "fire hole" (firemen's quarters), and the "glory hole" (steward's quarters). Here the men must live, eat, sleep and keep their clothing. It has been described as "too large for a coffin and too small for a grave." It is unsanitary, dark and dirty.

The American sailor is compelled to sign away in the foreign trade his right to part of the wages due him at ports of call. Consular agents have declared this to be the most prolific cause of desertions from American ships. The act of December 21, 1898, gives the sailor a right to half the wages that may be due him at any port of call, but add "unless the contrary be expressly stipulated in the contract." The ship-owners see to it that this stipulation is always made.

The sailor must compete with the unskilled and destitute of all nations and races, because the law as to citizenship was repealed in 1864, and the operation of maritime insurance has reduced the standard of skill in seamen. No standard of efficiency has been supplied by law. The ship-owners may hire whom they please and as few men as the inspectors will let them. There is no standard to guide the inspectors. And so the sailor must do the unskilled man's work at sea because the work has to be done and there is no one else to do it. Often he must risk his life because the vessel is undermanned and unskillfully manned. Because of this competition with the foreigner, his wages are as small as the wages of the cheapest port of call of his vessel, and he cannot get enough to marry and live a normal life. As vessels grow larger, his chances to earn a decent livelihood grow smaller.

Big Business conceives ships to be for the purpose of making money, not for the purpose of carrying goods from place to place; for the purpose of piling up dividends no matter at whose expense the dividends are piled up, no matter at what cost to the sailor or to you and me. It would take away cargo space to provide decent living quarters for sailors on shipboard, and less cargo means less dividends. To load a vessel so as to minimize the danger from shifting cargo means less cargo also. Better food, more men and skilled men all cost more money, and therefore Big Business, which is not compelled to take risks because its property is insured, refuses these things. In fine, it is much cheaper to run vessels with slaves; therefore Big Business employs slaves.

Not only is American commerce being conducted by vessels flying foreign flags, but American over-sea commerce in American ships is being handled by foreign seamen. The astounding fact is true that not only has America fewer sailors than any other nation on the face of the globe, but the great majority of the men in the American merchant marine are men of other nations. And the majority of American seamen are sailing, by choice, under the flags of other nations than their own. So when we trust our lives and our goods on the high seas, we entrust them to foreign seamen, slaves on under-manned vessels, living under conditions that have driven Americans from the sea. That is what concerns us. And it concerns us vitally.

Statistics published by the United States commissioner of navigation show that out of every hundred American seagoing steamers of over one hundred tons for the past seven years, an average of 2.24 has been lost each year, and that out of every hundred foreign seagoing steamers of over one hundred tons for the same period, an average of only 1.85 has been lost. Out of every hundred American seagoing vessels of over fifty tons for the past seven years an average of 4.13 has been lost each year, and out of the same number of foreign seagoing sail vessels of over fifty tons, the loss has been only 2.97 a year.

On the Pacific ocean the situation is almost intolerable. The United States commissioner of navigation in his report for 1898-99, page 20, declared: "The crews of our own steamships plying to China and Japan are almost wholly Chinese and Japanese shipped before American consuls at foreign ports where the vessels enter and clear." And this condition has grown worse instead of better since that time.

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VERY FEW ARE CHRISTIANS
Among China's Intellectual Classes Christianity Has Not Many Converts.

It is much to be regretted that Chinese Christians are organized into churches separated from one another not only by denominational lines, but also by the national and sectional lines that separate the missionary organizations, writes Ernest D. Burton, member of the Oriental Educational Commission of the University of Chi-

ago. Thus, there are not only Presbyterians, Methodists and Baptists, but several classes of each according to the country or even the section of country from which the missionaries came. Christian missionaries have not yet learned how to impart to a non-Christian people the essential elements of their religion in their purity and simplicity, but with these have always carried along those sectarian peculiarities which are the unhappy record of the controversies of the past.

Christianity has made but few converts among the more intellectual and influential classes in China. In Peking, as in Jerusalem of old, one may still inquire incredulously and scornfully, "Have any of the rulers believed in Him?" The situation in Japan is very different. There, from the first, Christianity made its appeal to the Samurai, and today it counts position in statesmanship, education and literature and among its preachers men of ability and standing. In China there are a few such and multitudes whose

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Stops Pain in the Bladder, Kidneys and Back.

"Wouldn't it be nice within a week or so to begin to say goodbye forever to the scalding, dribbling, straining, or too frequent passage of urine; the forehead and the back-of-the-head aches; the stitches and pains in the back; the growing muscle weakness; spots before the eyes; yellow skin; sluggish bowels; swollen eyelids or ankles; leg cramps; unnatural short breath; sleeplessness and the despondency?"

I have a recipe for these troubles that you can depend on, and if you want to make a QUICK RECOVERY, you ought to write and get a copy of it. Many a doctor would charge you \$3.50 just for writing this prescription, but I have it by free. Just drop me a line like this: Dr. A. E. Robinson, K-25 Luck Building, Detroit, Mich., and I will send it by return mail in a plain envelope. As you will see when you get it, this recipe contains only pure, harmless remedies, but it has great healing and pain-conquering power. It will quickly show its power once you use it, so I think you had better see what it is without delay. I will send you a copy free—you can use it and cure yourself at home.

How He Averted a Duel.

The following is told of former Senator Joe Blackburn of Kentucky: In the days of his youth the Kentuckian was asked by a friend to second him in a duel. He consented, and at sunrise the parties met at the appointed place. Now, it was this Kentuckian's duty to say the last words touching the terms of the duel. But, although he faithfully performed this duty, the duel never took place.

A murmur of "Why not?" invariably goes around whenever this story is told, whereupon the answer is as follows: "For a very simple reason. When Joe finished speaking it was too dark for a duel!"—Harpers Magazine.

Tuberculosis in Japan.

Japan is not lagging behind in the fight against tuberculosis. The Japan Health Association has over 200,000 local members and carries on a campaign of lectures in the cities and towns of the country. Tuberculosis is increasing in Japan, due chiefly, Prof. S. Kitasato of Tokyo says, to the rapid development of the factory system of industry, the introduction of modern methods and manners of civilization and the increasing acuteness of the struggle for existence.

Important to Mothers

Examine carefully every bottle of CASTORIA, a safe and sure remedy for infants and children, and see that it bears the Signature of *Dr. J. C. Watson* In Use For Over 30 Years. The Kind You Have Always Bought.

After a Big Haul.

"Binks used to be daft on the subject of buried treasure. What's he up to now?"

"He's got up an expedition to Asia Minor to try to find the place where Methuselah stored his birthday presents."

Severe Critic.

Allice—I like Tom immensely and he's very much the gentleman; but he does like to talk about himself! Grace—Yes, dear, your knight hath a thousand 'I's.—Puck.

Household troubles: Headache, Toothache, Earache, Stomach ache, Hamlin's Wizard Oil cures these aches and pains so why don't you keep a bottle in the house.

It has always appeared to me that good manners are almost as valuable an asset in commercial as in diplomatic affairs.—Lord Cromer.

USE ALLEN'S FOOT-EASE

The Antiseptic powder to be shaken into the shoes for tired, aching feet. It takes the sting out of corns and bunions and makes walking a delight. Sold everywhere. See before substituting. For FREE trial package, address A. S. Ottolenghi, Le Roy, N. Y.

"The heart is a small thing, but desirous great matters; it is not sufficient for a kite's dinner, yet the world is not sufficient for it."—Hugo.

Remember Trask's Ointment, if in need of a uniform, reliable household remedy for inflammatory or catarrhal ailments. It will not disappoint you.

A Real Treat.

"What ye eatn'?"

"A dime's worth o' salt wid some peanuts in it."—Judge.

Better general health is sure to follow the use of the natural Herb laxative, Gairfield Tea. It corrects constipation.

What we are doing—speaks with greater force than what we are saying.—Royston.

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 Drugists. One Size Only, 50¢ a Bottle

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A POLITICAL TALK.

"We've scoured the town for votes." "And now I suppose you expect a clean election."

Eggsacting.

Dr. J. S. Slack, the English food expert, said in a recent lecture in Duluth: "The secret of health is two meals a day with an occasional fast. But people won't avail themselves of this superb secret. It is too unpleasant—like the fresh egg."

"A gentleman, after cutting the top of a soft-boiled egg, summoned the waiter and said: "Waiter, take this egg back to the kitchen, wring its neck, and grill it for me."

Sheer white goods, in fact, any fine wash goods when new, owe much of their attractiveness to the way they are laundered, this being done in a manner to enhance their textile beauty. Home laundering would be equally satisfactory if proper attention was given to starching, the first essential being good starch, which has sufficient strength to stiffen, without thickening the goods. Try Defiance Starch and you will be pleasantly surprised at the improved appearance of your work.

His interest.

"You are going to interest yourself in this reform enterprise?" "Certainly," replied Senator Sorghum. "But I thought it was unfavorable to your friends."

"It is. And I'm going to interest myself in it far enough to let me offer suggestions that will render it impractical."

Men astonish themselves far more than they astonish their friends.—John Oliver Hobbes.

It is the rally of loyal allies which helps most to win a good cause to victory.

Many who used to smoke the cigars now buy Lewis' Single Binder straight.

It's no use a church advertising the Bible when it is doing its bills.

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CHANGE IN WOMAN'S LIFE

Made Safe by Lydia E. Pinkham's Vegetable Compound.

Graniteville, Vt.—"I was passing through the Change of Life and suffered from nervousness and other annoying symptoms, as I can truly say that Lydia E. Pinkham's Vegetable Compound has proved worth mountains of gold to me, as it restored my health and strength. I never forget to tell my friends what Lydia E. Pinkham's Vegetable Compound has done for me during this trying period. Complete restoration to health means so much to me that for the sake of other suffering women I am willing to make my trouble public so you may publish this letter."—Mrs. CHAS. BARCLAY, R.F.D., Graniteville, Vt.

No other medicine for women's ills has received such wide-spread and unqualified endorsement. No other medicine we know of has such a record of cures as has Lydia E. Pinkham's Vegetable Compound.

For more than 30 years it has been curing women's ills such as inflammation, ulceration, fibroid tumors, irregularities, periodic pains and nervous prostration, and it is unequalled for carrying women safely through the period of change of life.

Mrs. Pinkham, at Lynn, Mass., invites all sick women to write her for advice. Her advice is free, and always helpful.

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