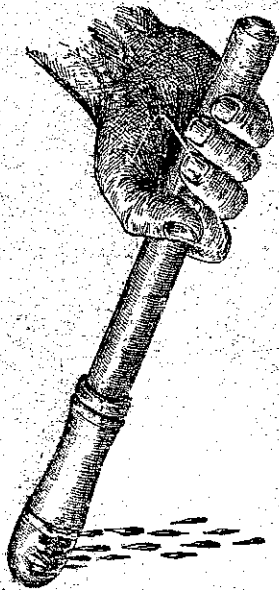


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THE

RED RECORD



ECCE! TYRANNUS.

THE SYMBOL OF DISCIPLINE ON THE AMERICAN HELL-SHIP.



A BRIEF RESUME OF SOME OF THE CRUELITIES PERPE-
TRATED UPON AMERICAN SEAMEN AT THE
PRESENT TIME.

THE LAW IN THE CASE.

UNITED STATES CONSTITUTION, AMENDMENT VIII.

Excessive bail shall not be required, nor excessive fines imposed, nor cruel unusual punishments inflicted.

UNITED STATES REVISED STATUTE, 4611.

Flogging on board vessels of commerce is hereby abolished.

NOTE.—The construction of the term "cruel and unusual" by the courts has been made the most heinous offenses. Flogging has been superseded by the more brutal method of belaying-pin and handspike.

or the maritime laws of other nations, see back of cover.

THE TREASURY INVESTIGATION.

One of the subjects which will be pressed upon the attention of Congress at its session will be the enactment of laws for the protection of American sailors. Commissioner of Navigation Chamberlain has been studying the subject in Europe. A Treasury Commission, consisting of Special Agents Baldwin and Durham, has been making investigations here (New York), and the result will be the drafting of a bill, as approved by the Navigation Bureau, the Bureau and the Treasury Department, for the reform of long existing abuses which have made it so difficult to obtain good seamen for American ships. The subject was taken up originally on appeal from the National Seamen's Union, whose charges, it is stated, have been substantiated. It is claimed that in American ships suffer more from brutality and poor food than the sailors of any other nationality; and Mr. Baldwin says that he found it to be so true that American seamen are underpaid, underfed, overworked and driven about like slaves. The proposed new laws will be modelled after those established by the British Board of Trade.

The foregoing is taken from the Philadelphia *Public Ledger* of recent date. Much to the same effect was published in the leading newspapers throughout the country at the same time, and its purport generally acknowledged by all writers.

TO THE PUBLIC.

This pamphlet presents a concise and vivid view of one phase of the American seaman's life. Considerations, not only of humanity, but of business expediency, as evidenced by the growing scarcity of seamen, demand public attention to the cause and cure of brutality to seamen.

Since the horrors of the ships *Sunrise*, *Gatherer* and *Governor Robie* startled the country, it has been commonly preached, and as commonly accepted, that brutality to seamen has ceased, or at least decreased to an immaterial and unavoidable incident of seafaring life, and that the good-name of the American ship has been redeemed. So far as the public are concerned, this is a natural error arising from ignorance of the facts; and it may be said in passing, that it is only one instance of the traditional beliefs in which every feature of the American merchant marine is obscured. Public ignorance is at once the cause and perpetuation of brutality to seamen. The state of affairs prevailing aboard American ships is incompatible with the conceptions of justice which prevail among men ashore. We believe that the dissemination of the facts in the case must necessarily result in the abolition of buccoism* by Congressional action and by the power of public opinion brought to bear upon ship-owners.

In submitting the "Red Record" to your attention, we desire to anticipate any natural doubts of the truth of the statements made therein. These cases of cruelty are so atrocious and so repellant to the sense of common decency, not to say justice, as to be almost incredible. We assure the reader that these statements are made without feeling or bias, and after the strictest personal investigation into both sides of the case. Indeed, the incidents here mentioned are of the commonest order, the exceptional features of buccoism being of such a character as to be unprintable.

In the following we have noted some of the points which we deem worthy of particular attention:

1. The cases mentioned in the "Red Record" have all occurred within the past seven years, proving that cruelty to seamen has not ceased with the notorious cases which happened at an earlier date.
2. The "Red Record" is only a partial list of the cases which happened during the period covered. It deals only with cases of actual violence, and makes no mention of numerous other violations of law.
3. Of the sixty-four cases mentioned, forty were reported in one port (San Francisco). In all, forty-six cases were reported in Pacific Coast ports. Only

*"Buccoism"—Appertaining to the bucco, a brutal ship's officer.

ie case is reported from a foreign port. As cases of abuse are most frequent on vessels bound to foreign ports (although they are not as frequently made public), the last statement shows that the "Record" falls far short of the actual number of such happenings.

4. Fourteen deaths are recorded under circumstances which justify the charge of murder. Many cases have resulted in the loss of limbs, eyes, teeth, and other injuries of a permanent character.

5. Only three convictions were obtained in the trials of brutal officers. The remainder of the cases were either "exonerated," or dismissed on the ground of lack of evidence, "justifiable discipline," or, in the case of the seaman's death, because no "official" charge had been made.

6. The frequency of the accused officers' "disappearance" upon arrival in port will be noted as a feature of the system by which these men evade arrest.

7. The frequent recurrence of the names of particular ships and officers, and boasts openly made in contempt of the courts, show the effects of immunity in punishment.

8. The cases of cruelty to boys are of particular moment in connection with the death of native American seamen.

9. The decisions in the cases of the I. F. Chapman and T. F. Oakes, in the light of which illtreatment was justified on the ground that it was not "very cruel," and, in the latter, on the ground that "a ship-master has the right to treat a seaman who is unruly," are interesting as showing the dangerous powers vested in ships' officers.

10. The interference of naval commanders is noted in evidence of the one-sided exercise of the executive power.

11. It will be noted that many of the cases of brutality happened while the vessels were lying in port.

12. The cases of brutality on the part of ship-masters toward their officers is noteworthy as showing the responsibility of masters and owners for the existing state of affairs.

The cause of cruelty to seamen lies in the mistaken idea of economy which reigns among ship-owners. It cannot be said that any good comes of the system, nor is it conceivable that acts of cruelty are perpetrated wantonly, so far as ship-owners are concerned. The system originated and is maintained upon the theory that brutal ships' officers can by threats and violence compel a small crew to the work of the larger number of men required under a just system. Of course the ship-owners and others connected with shipping deny that they countenance cruelty to seamen. But their acts prove their insincerity. The recurrence of certain officers' names in the "Red Record" is inferential proof that ship-owners employing them approve of their conduct. But a still stronger inference of the ship-owners' responsibility for existing conditions lies in the fact

that they have generally bestirred themselves to gain favorable decisions in the trials of brutal officers, and, in cases of conviction, to obtain executive clemency. It is also notable that the most notorious of these men against whom convictions have been obtained have been reinstated in the ship-owners' employ immediately upon their release from prison.

It is frequently said in justification of the existing state of affairs that the low caliber of the seamen of to-day—their laziness and incapacity—makes harsh treatment necessary. Admitting, for the sake of argument, that the seaman's incapacity justifies illtreatment upon the grounds of expediency, it is, nevertheless, a fact that incapacity is itself an effect for which there can be no justification. It will be readily understood that under the regime of brutality respecting seamen of ability, irrespective of nationality, will refuse to go to sea. Hence American ships have been compelled to put up with inferior crews, and brutality, which is really the cause of that condition, has come to be regarded in the light of a necessary effect of it. Moreover, we hold that even incapacity the worst kind neither justifies nor necessitates cruelty. In considering the systematic and refined torture inflicted upon seamen, the sentiments of fair-play and common humanity must take precedence of expediency.

An important point in this connection is the relation of the merchant service to the navy. The merchant service is the natural, and, in fact, the only capable recruiting ground of the navy. In time of peace, under the United States system of voluntary enlistment, the navy depends directly upon the merchant service for the larger part of its *personnel*. In time of war the importance of the relation would be immeasurably increased. The difficulty already experienced of securing the number of men necessary to put the new war-ships into commission is notoriously a matter of grave public concern. Many remedies, or rather expedients, are suggested, but with little promise of success. The root of the trouble is in the depreciated state of the merchant marine *personnel*, inasmuch as it is the source of supplies, and the remedy must deal with that first cause. We believe that, with fair living conditions aboard American ships, American boys and young men will go to sea in the future, as in the past, in numbers sufficient for the needs or desires of the country.

Now, to our remedy. First, we would say that we are well aware of the necessity of discipline on shipboard. We believe that the ship-master should be vested with all necessary authority to conserve order and command obedience. But we also believe that the law which invests the ship-master with authority should likewise hold him to strict accountability for his exercise of it. Authority without responsibility begets despotism, and particularly so in the case of men whose physical, rather than their moral or mental faculties, are the qualification for authority. The wholesome influences of respect for the ability and justice of ships' officers—the influences of discipline—have been subverted by the danger

is influences of fear and incipient mutiny—the influences of despotism. We do not propose anything in any degree inimical to discipline, but to conserve discipline in its most efficient sense by abolishing despotism.

Considering that the cause of brutality to seamen lies in the ship-owners' economy of money in the management of ships, we have shaped the proposed reform upon the same theory. Since monetary motives are the only conceivable cause of the present state of affairs, the reform must be based upon the same principle. In other words, we propose to make it unprofitable for ship-owners to countenance cruelty to seamen.

The Hon. James G. Maguire, Fourth Congressional District of California, has introduced a bill in the House of Representatives which provides as follows:

That any master or mate, or other officer of a vessel of the United States, who directs or permits the labor of seamen, who shall unnecessarily place or order any seaman into a position of danger to life or limb, or commit an assault or battery upon a seaman, shall, upon conviction, be fined not less than one hundred dollars, nor more than five hundred dollars, or imprisoned for not less than three months nor more than one year; any punishment which may be inflicted upon the master, mate, or other officer of such vessel will not exempt such vessel from liability for damages for injuries sustained by such seaman, and all vessels are liable in damages for an assault or battery committed by any officer upon a seaman.

This is a form of employers' liability act, and is absolutely necessary under the circumstances. At present the ship-owner evades punishment for the brutality of ships' officers on the ground that these acts are done without his knowledge or consent. But as the ship-master is really the representative of the ship-owner, who is the prime cause of existing conditions, it is deemed equitable that the latter should be held responsible for the acts of the ship-master. We are confident in the prediction that if the ship-owner is mulcted for the acts of his officers he will find that the interests of economy lie in the future careful selection of officers. This seems, in view of the futility of present methods, to be only a practical way of dealing with the question. The result will be to place a premium upon good officership, instead of, as now, upon the brutal bully. It will improve the tone of ships' crews throughout by removing the chief obstacle to the shipment of respectable men and boys, and redound to the advantage, nominal and otherwise, of the entire maritime commerce.

We earnestly ask the aid of the public toward the passage of the foregoing bill. We ask that the press give this matter all possible attention, and that labor and reform organizations urge the passage of the bill, by resolutions, addressed either to their respective Representatives, Hon. James G. Maguire, Washington, D. C., or to the undersigned. Respectfully,

NATIONAL SEAMEN'S UNION OF AMERICA,

Per T. J. ELDERKIN, General Secretary.

Headquarters, 199 Randolph Street, Chicago, Ill., December, 1895.

THE RED RECORD.

TAM O'SHANTER, Captain Peabody, arrived in San Francisco, September 6, 1888. First-Mate Swain arrested on three charges of cruelty preferred by Seamen Fraser, Williams and Wilson. Captain defended his mate on the ground of incompetent crew; did not say how he came to sail with incompetent men. Mate released on \$450 bond. Case still in the courts.

HECLA, Captain Snow, arrived in Tacoma, November 1, 1888. Sixteen seamen, being all-hands forward, entered complaint of cruelty in the District Court. Near Cape Horn captain attacked the carpenter; struck him with heavy instrument, breaking his jaw and knocking out several teeth. Captain nearly killed another man, and, with the aid of the first-mate, beat several of the crew. Crew were put in the hold for forty-eight hours and secured in such manner that they could neither stand erect, sit nor lie down. One man was tied to a stanchion four days and kept without food. The latter was placed within sight, but out of reach. In Acapulco the crew were imprisoned ashore until the ship was ready to sail. Application was made to the Consul for assistance, but the latter refused, saying the only thing to be done was to "rough it." Captain Snow boasted that he had never been beaten in a difficulty with seamen ashore and refused to pay his crew the wages due them (\$600 in all) for the passage from Cardiff.

SOLITAIRE, Captain Sewall (son of the Bath shipbuilder and owner of that ilk), arrived in Dunkirk, France, about January, 1889. In the Channel the mate called a seaman from aloft, knocked him down, jumped on his breast and inflicted wounds from which he died next day. The body was kept in the after-hatch for four days. When the corpse was so black that the bruises could not be distinguished the story was given out to the Deal authorities that the man died of consumption. Captain beat two men for talking while at work; first-mate also set upon them and broke one man's nose. Second-mate beat one of the boatswains with knuckle-dusters because the latter omitted the usual "sir," from his address. A sick seaman was hauled out of his bunk and made to go aloft. Another seaman accidentally spat on the deck; was made to go down on his knees and lick it up. Boatswains were beaten for refusing, or being unable

umped on them, and frequently threw belaying-pins at them while at work. One man jumped overboard twice in Singapore, but was captured; he finally managed to desert. Lilybridge was held to answer in default of \$3,000 bail.

FINANCE, steamer, Captain Zollinger. First-Mate Evelyn arrested in New York, July 19, 1889, for brutally assaulting a seaman named Burke. This man had by mistake thrown overboard a handful of dirt while the Finance was lying in the harbor of Rio Janeiro, which fell into a boat alongside. For this offense the first-mate attacked Burke with a belaying-pin, clapped him in irons and kicked him all over the body. Evelyn was admitted to bail in \$1,000 bonds.

FINANCE 2, same captain and mate. First-Mate Evelyn examined by United States Commissioner in Brooklyn, August, 1889, on the charge, preferred by a passenger, of brutally assaulting four negro stowaways. Captain and mate took hold of one negro boy and threw him violently to the deck. Evelyn then kicked him twice in the face; boy ran forward; Evelyn followed and beat him over the head with a belaying-pin. Boy took refuge among the passengers, but was dragged away and made to stand on his head blindfolded and say his prayers till he fell from exhaustion. Captain fired at the boy with a pistol, and a mate kicked him in the chest to make believe he had been shot. Captain at the four negro stowaways over their heads with a plank until they bled and bled for mercy. Three of these boys were landed on a desert island twelve miles from St. Thomas Island. Captain instructed the boat's crew to pitch the groes overboard and let them swim. Second-mate Martin disobeyed this order till within thirty yards of the island. Then it was discovered that one of the boys could not swim, and if he had not been pulled into the boat again would assuredly have drowned. Captain Zollinger disappeared upon arrival in New York.

STANDARD, Captain Percy, arrived in San Francisco, October, 1889. Seaman E. Anderson went to the Marine Hospital and complained of ill-treatment in First-Mate Martin. One day out from Philadelphia the first-mate knocked Anderson down; Anderson got up and endeavored to expostulate; was knocked down and kicked until he was insensible. Anderson since suffered from intense pain in the head and chest, and has been subject to fits for the first time in his life. Mate ordered him aloft, contrary to the orders of the captain; men had to pull him in the rigging to prevent his falling. Anderson laid up and the mate endeavored to haul him on deck. Warrant sworn out for the mate's arrest; mate appeared and could not be found.

COMMODORE T. H. ALLEN 2, Captain Merriam, arrived in New York October, 1889. Fred Hall, a green hand, complained of being shanghaied by crimps in San Francisco, and upon complaining to the first-mate and attempting to see the captain, was driven forward with kicks and curses. He was accorded cruel treatment on the passage to New York, and when he asked the captain for his pay was told there was nothing due him—the crimps had received all in advance and blood-money. The third-mate gave him 50 cents to pay his ferry across the river.

REUCE, Captain Adams, arrived in San Francisco, November, 1889. Seven teen seamen down with the scurvy; one man died from same disease. Rotter and insufficient food was the cause. Every man was in a fearful condition as a result of the ravages of scurvy. Off the Horn the men had to work through hail, wind and water on empty stomachs. While some of the men were holy stoning the decks they were beaten by the second-mate. The latter officer skipped as the Reuce was towing through the Golden Gate. Men will never recover from the disease. Case tried in District Court and verdict of \$3,600 damages awarded the seamen.

ROBERT C. BELKNAP, Captain Staples, arrived in New York, December 1889. Crew report hard and continuous work night and day during the passage. Bad food and violence from the officers. A seaman, William Thomas, reported missing. One of the crew reports that while Thomas was painting over the ship's side one night he saw the second-mate, (Davis,) cut the bowline; Thomas was never seen since. On the arrival of the Belknap in New York the second mate disappeared. All-hands bore marks of scurvy.

STERLING, Captain Goodwin, arrived in San Francisco, January, 1890. Three seamen go to the Marine Hospital with scurvy. All hands report bad and insufficient food and brutal treatment from the officers.

EDWARD O'BRIEN, Captain Oliver, arrived in San Francisco, February 1890. First-Mate Gillespie charged with most inhuman conduct. He knocked down the second-mate and jumped on his face. Struck one seaman on the head with a belaying-pin, inflicting a ghastly wound, then kicked him on the head and ribs, inflicting life marks. He struck another man on the head with a capstan-bar, then kicked him into insensibility. Struck the boatswain in the face because the latter failed to hear an order. Gillespie charged and admitted to bail.

beat the seamen. An old seaman was given liquor and then plied to tell tales about the crew. With the cues thus received the officers made occasion to beat the seamen. At Dunkirk the second-mate fled to England, and remained in hiding until the Solitaire was ready to proceed to sea again.

JOHN F. KEARNS, Captain McDonald. Complaints of general abuse. Some of the crew determined to desert the vessel while still lying in New York harbor, about February 4, 1889. L. Kaldron and three others launched a roughly made raft and endeavored to make the shore. A storm of wind, sleet and snow came on and drove them to sea. Two of the seamen were washed on the raft and drowned. The steamer Old Colony picked up the remaining two, covered with ice and nearly frozen to death. One of these subsequently died in the hospital.

LEWELLYN J. MORSE, Captain Lavary, arrived in San Francisco, February, 1889. First-Mate Watski, charged by Seaman Arthur Connors with striking him on the head with a pair of handcuffs, imprisonment in the lazarette and floggings because the complainant was singing. Captain was present during these floggings, but refused to interfere. Watski released on \$500 bonds. Case still pending.

ST. ANDREW, Captain Heckster, arrived in New York, March 31, 1889. Captain, First-Mate Beveridge and Second-Mate Campbell were arraigned before the United States Commissioner, charged by six seamen with having caused the death of a half-witted Norwegian named Elias Neilson. Soon after leaving London, the seamen charge, the captain and mates commenced to ill-treat Neilson brutally, knocking him down with marlinespikes on the slightest pretext. As a result of this treatment the man died on March 20th. Commissioner fields remanded the prisoners for further information.

SOLITAIRE 2, Captain Sewall, arrived in Philadelphia, April 18, 1889. Arrants were sworn out for the arrest of the captain, First-Mate F. Ryan and Second-Mate J. W. Robbins, on complaint of brutality on the passage from Dunkirk, France. One man was hit aloft by the second-mate and fell eighty feet into the buntlines, and was thus saved. Another man was also struck off the yard and fell to the deck. He was killed outright. When the seamen made complaint to the officials at Philadelphia they bore upon them the marks of their floggings. The mates deserted the ship while towing up the Delaware; Captain Sewall also disappeared for a time. It is reported that Captain Sewall "healed wounds of all complainants" with \$440 in cash and proceeded on his way.

COMMODORE T. H. ALLEN, Captain Merriam, arrived in San Francisco April, 1889. A seaman, McDonald, reported that while expostulating again the vile language of the third-mate he was struck several times by that officer and thrown against the rail with such violence that his shoulder was dislocated. Captain remarked, when appealed to: "Serves you damned well right," and ordered the mate to confine McDonald in the carpenter's shop. As treatment for his wounds he was given a dose of salts. Another seaman fell sick and was confined with McDonald in the carpenter's shop—a combination of hospital and prison. There being only one bunk in the place, the weakest man had to sleep on the deck. Diet for the sick man, common ship's fare; medicine, salts. For four days he ate nothing. Finally he died. Interviewed about the matter, the third-mate acknowledged McDonald was a good seaman, but that he (the third mate) was "down" on him.

BEAR, United States revenue steamer, Captain Healy. Three seamen—Holben, Daweritz and Frandsen—of the American bark Estrella charged the while discharging coal into the Bear in the harbor of Oonalaska, in June, 1889. Captain Healy, without provocation, ordered them placed in irons and confined in the forepeak of the Bear. Then they were triced up, with their hands behind them and their toes barely touching the deck. The punishment lasted fifteen minutes, and the pain was most excruciating. They were then tied with their backs to the stanchions and their arms around them for forty-two hours. They were then put ashore and made to shift for themselves. The seamen accused both Captain Healy and Captain Avery of the Estrella of drunkenness and gross incapacity. Healy exonerated by Navy Department.

BEAR 2, United States revenue steamer, Captain Healy. Crew of whaling bark Northern Light refused duty in Port Clarence, June 8, 1889, on account of cruelty from the officers. Captain Healy ordered them all in irons. First-Lieutenant of the Bear was sent aboard the Northern Light to execute the order. Crew triced up to the skids with arms behind their backs and toes just touching the deck. One man's hands were lashed with hambroline (small cord), as the irons were too small for his wrists; line cut into the flesh three-eighths of an inch. One man fainted from pain, and the Bear's doctor had to bring him to. Men were triced up fifteen minutes, suffering untold pain.

McLAUREN, Captain Oakes, arrived in New York, July 17, 1889. Second-Mate Lilybridge charged before the United States Commissioner with beating certain members of the crew with a capstan-bar. Lilybridge was a heavy drinker and usually "fighting mad." He knocked down several men and

JOHN HARVEY, Captain Harry Stewart. E. A. Young appeared before Commissioner Shields, New York, and charged that on February 1, 1890, the captain assaulted the man at the wheel; the first-mate, Phelan, assaulted a man while urging the mate to beat the seamen. Then the captain drew a pistol, and, to interfere. One man interfered and the captain shot him in the temple. The two seamen were then triced up in the rigging for three hours and beaten while in that position, then chained to stanchions in the hold for twenty-three days on bread and water. Young was triced up and afterward put in chains for testifying in favor of the seamen at Barbadoes. Case laid over till the arrival of the Harvey in New York.

ENTERPRISE, United States steamer, Captain McCalla, arrived in New York, February, 1890. Crew charged the grossest brutality on the part of McCalla. Men were triced up, put in double irons, hit on the head with a sword, c. Charges of common drunkenness were also made against the captain. McCalla reported as acknowledging the deeds, and justifying himself on the ground of "wholesome discipline." Court-martial held and McCalla suspended for three years on full pay.

RAPPAHANNOCK, Captain Dickinson, loaded at Philadelphia, on her maiden voyage, April, 1890. Got aground towing down the Delaware. Crew unplained of vessel being undermanned. Captain went ashore, got crimps aboard and beat the seamen, then put them in irons and locked them in the fore-cabin, where they remained with little food for two weeks. A detective got aboard and saw the men, one with an arm broken and another with his headashed. A United States Marshal boarded the ship and took Captain Dickinson back to Wilmington, where he was examined by the Commissioner. Case dismissed on ground of "justifiable discipline."

LOUISIANA, Captain Ogilvie, arrived in San Francisco, August, 1890. A seaman being sick begged to be permitted to stay on deck when there was a lack aloft. Second-Mate Davis answered by striking him on the head with a laying-pin, then struck him several blows with his fist. Seaman appealed to captain, who replied by striking him in the face. First-Mate Ogilvie (son of captain) beat the man with a block of wood till he sank to the deck. Another man who complained of ill-treatment was put in irons and fed on bread water for 100 days. One man ran a nail into his foot, causing great pain swelling; he was compelled to go about the decks walking on his heels.

CARONDELET, Captain Jones, sailed from Port Townsend, Wash., December, 1890. Before sailing crew complained of ill-treatment from the first-mate, Boyle. Assistance of U. S. revenue-cutter called and crew ironed hand and foot. Six of the crew were afterward released and vessel went to sea, the remainder of the crew being still in irons.

RAPPAHANNOCK 2, Captain Dickinson, arrived in San Francisco from Japan, January, 1891. Crew report having shipped in Baltimore to sail in a pilot-boat; Rappahannock was then in Philadelphia. Only twenty men to man a 5,000-ton-burthen ship. Beating, kicking, belaying-pins and pistols were the order from the day of sailing. One man was washed off the jibboom and drowned; no attempt made to pick him up. Another man fell from the mizzen-crosstrees and was killed. Crew refused to go to law about it. "No use to bother the courts," they said.

JANE GRAY, whaling schooner, Captain Kelly, arrived in San Francisco, January, 1891. Second-Mate Harrington beat a green hand, George Herschmer, until his body was covered with bruises, nose broken, several teeth knocked out and his internal organs ruined. Captain refused to interfere on behalf of the victim. Herschmer likely to die. Harrington held for trial in \$5,500 bonds. Harrington acquitted on the second trial.

REUCE 2, Captain Adams, arrived in San Francisco, January, 1891. A seaman named Blohm was sent aloft one night off the Horn to reeve a halyards, and because of a mistake he made the first and second mates triced him up to the mizzen-stay with his hands behind his back and toes barely touching the deck. He was kept in this position for an hour. Afterward the first-mate never missed an opportunity to abuse this man. Upon arrival in San Francisco Blohm endeavored to escape while the ship was in the stream; boat capsized and he was drowned. He was admittedly a first-class seaman. Another man, Charles Steinberg, was beaten by the captain until he could not see for having made marks on the deck with his boots, and then made to work day and night in the fore-hold.

REBECCA CARMEN, Captain Dougherty. Seaman C. G. Gabrielson brought suit against the owners in the Superior Court of New York, January, 1891, for damages for injuries sustained at the hands of the captain, whereby one of his legs was broken in two places and he was confined in the hospital for six months. Owners disclaimed liability on the ground that they were not responsible for the acts of a fellow-servant. Judge Friedman held that captain and seaman are not mere fellow-servants. Verdict for plaintiff for \$1,200.

REAPER, Captain Sawyer, arrived at Astoria, Or., March, 1891. Second-Mate Gerdes beat a seaman, Smith; knocked him down and kicked him nearly to death. Smith was confined to his bunk for ten days. Then he was compelled to come on deck and go aloft. A sudden lurch of the vessel threw him to the deck and he was killed. It was reported Smith was too weak to hold on. Case brought before the Commissioner at Astoria and dismissed.

I. F. CHAPMAN, Captain J. A. Thomson, arrived in New York, July, 1891. Captain arrested on complaint of the carpenter. Carpenter was ironed hand and foot and triced up to the spanker-boom for an hour. The man at the wheel cut him down. For doing so the latter was also triced up. Agents of the Chapman reported to have "every confidence" in Captain Thomson. The latter admitted to bail. Captain Thomson acquitted by Commissioner on the ground that the complainant was "a drunken old swab" and that the punishment was "not very cruel."

RICHARD RUSH, United States revenue steamer, Captain W. C. Caulson. In June, 1891, while the Rush was in the harbor of Oonulaska, the cook fell sick and a seaman was ordered into the galley. The seaman refused to do cook's work unless he received cook's pay. For this refusal he was put in irons for five and a half days, the first day with his hands behind him and held up in such a manner as to cause extreme pain. The last day he was put in the fore-peak and kept in total darkness, being all the while fed on bread and water. One other seaman, a foreigner and hardly able to speak English, was also confined for many days in the fore-peak, ironed so that he must remain in a stooping position. Ship's doctor dared not interfere because of the displeasure of his brother officers.

EUREKA, Captain Dinsmore, arrived in San Francisco, November, 1891. First-Mate McNichols repeatedly assaulted a seaman, John Carroll, by striking him with belaying-pins and brass-knuckles, causing great loss of blood. First-mate frequently threatened to kill Carroll, and defied the authorities ashore to punish him. Carroll jumped overboard and was drowned. The ship's logbook, kept by the first-mate, contains the item: "Fell overboard and was drowned." McNichols disappeared upon arrival of the Eureka.

C. F. SARGENT, Captain Foye, arrived in San Francisco, March, 1892. A seaman, Charles Brown, was shot and killed by the colored cook. Crew complained of the food being badly cooked, and the cook threatened to shoot them. Crew then complained to the captain and asked that the cook be disarmed.

Captain laughed and told them to take their complaint forward. At the time of the murder of Brown the captain was present and refused to interfere. Cook tried for murder and acquitted.

FREDERICK BILLINGS, Captain H. A. Williams, arrived in San Francisco, March, 1892. Twelve of the crew charged the captain with specific acts of cruelty. Several of the spars carried away in a squall and six men were drowned; crew charged that no attempt was made to save them. Captain accused of pushing one of the drowned men out of the mizzen-chains with a boathook. Captain denied the complaint "most emphatically" and was corroborated by the first-mate and steward, the former of whom was below at the time. Commissioner admitted that the captain should have tried to rescue the seamen, but dismissed the charge of cruelty on the grounds that the wounds inflicted were "not too serious to permit of the men going on with their work," and that, though the captain was clearly in the wrong, "our courts do not encourage their Commissioners in holding for trivial causes."

EDWARD O'BRIEN 2, Captain Oliver, arrived in San Francisco, May, 1892. First and second mates, Carey and True, began to "make things lively" as soon as the ship sailed from New York. Crew complained, and the first-mate swore he would subdue all-hands before they reached Cape Horn. Second-Mate True offered to fight any three men in the fore-castle; one man accepted the challenge. Second-mate retreated aft, seized a belaying-pin and with the assistance of the cook, steward and carpenter, knocked down three men and placed them in double irons. One man, who was knocked senseless, was dragged into the cabin where the second-mate kicked him in the face and body as long as he could swing his foot. Captain protested against the brutality, but the mate paid no attention. Men were assaulted with belaying-pins every day. Ship leaking badly off the Horn, men had to be constantly at the pumps in cold and wet weather. Crew said they would spend all their wages in having the mates punished. Mates appeared and were not punished.

M. P. GRACE, Captain De Winter, arrived in San Francisco, July, 1892. Captain and first and second mates arrested on charges of brutally illtreating a seaman. Captain released on \$1000 bonds. Crew gone to sea. Case dismissed for "lack of evidence."

COMODORE T. H. ALLEN 3, Captain Merriam, arrived in San Francisco, August, 1892. Crew charge extreme cruelty on the part of the captain, First-Mate Merriam and Second-Mate Crocker. Edwards, colored cook, charges that Second-Mate Crocker hit him on the head with a belaying-pin for allowing the watch on deck to warm themselves in the galley, and afterward tried to gouge

put his eyes as he lay on the deck. First-Mate Merriam kicked him as he lay on the deck and Captain Merriam made him wipe up his own blood. Others of the crew charge that they were constantly ill-treated in a similar way. Usual procedure—captain admitted to bail, mates disappear for a while, crew go to sea again, case dismissed for "lack of evidence."

RICHARD III, Captain Lee, put into San Francisco, leaky, March 5, 1893. Crew had signed in San Diego to go to British Columbia and back to a United States port, or if the vessel laid up in British Columbia or elsewhere before the expiring of the contract, crew were to receive \$60 each and be discharged. On arrival in San Francisco, Captain Lee endeavored to get rid of his crew, in violation of his contract, by stopping their food. He refused to pay the seamen the wages contracted for. The crew had to go ashore for their food. On returning one evening from their meals Captain McIntyre, at that time master of the steamer Costa Rica and part owner of the Richard III, met the crew on the ship's rail and ordered them to stay ashore. The seamen did not know Captain McIntyre; they were members of the ship's company; their clothes and wages were still in the hip, therefore they insisted upon going aboard. Captain McIntyre fired upon them, dangerously wounding two men, Nelson and Benninger. McIntyre arrested on a charge of attempt to murder. Police Judge Conlan admitted him to bail and continued the case so as to allow Captain McIntyre to proceed on his voyage. Nelson, Benninger and the witnesses in the case had to remain ashore idle during his time. Case against McIntyre finally dismissed.

SUSQUEHANNA, Captain Sewall (late of Solitaire 2), arrived in San Francisco April, 1893, with the reputation of being "comparatively good." Before leaving New York on this voyage Captain Sewall said he would "knock down and kick sailors whenever he felt like it, and, moreover, that he would use a claying-pin upon their heads and bodies to save hurting his knuckles when he disposed to punish one of the crew." On this voyage the first-mate ill-treated several of the crew. He challenged one seaman, a "lime-juicer," to fight on the main-deck under pretense of giving him a "fair show." He then knocked the seaman down, tumbled him into the lee scuppers and jumped upon him as he lay there. Captain Sewall reported he knew nothing of these doings and refused to check the first-mate when the seamen complained of his brutality.

ROANOKE, Captain Hamilton, arrived in San Francisco, April, 1893. The rothers Orr, first-mate and boatswain, respectively, grossly ill-treated several of the crew during the passage from Philadelphia. One seaman was kicked fore and aft the main-deck and hit repeatedly on the head by the boatswain, en-

couraged by his brother, the first-mate, for the offense of going into the forecastle for his oilskins when the watch was at the braces. Captain Hamilton was on deck at the time, but said he knew nothing of the matter. This same man was made the butt of the cowardly mate and boatswain. A boy was put up to provoke the man to strike him, and when he did so the mate and boatswain jumped in and beat him, under pretense of protecting the boy. The boy learned of the trick, and when he refused to taunt the seaman the officers gave the former a beating. First-Mate Orr thumped a quartermaster into a condition of exhaustion, then ordered the boy to go in and finish the job. The boy had to obey, under the risk of receiving a beating himself. The Orrs went into the forecastle when all-hands were aloft and stole the seamen's tobacco, sea-boots, etc. Captain Hamilton repudiated all knowledge of these doings. First-Mate Orr disappeared. Boatswain Orr tried in the Federal courts; case dismissed on the ground of "justifiable discipline."

HENRY B. HYDE, Captain Pendleton, arrived in San Francisco, April, 1893. First-mate of the ship charged with breaking a seaman's wrist by a blow with a belaying-pin, and otherwise ill-treating him. All-hands tell a straightforward story in the courts, plainly proving his guilt. Case dismissed on ground of "justifiable discipline."

T. F. OAKES, Captain Reid, arrived in San Francisco, May, 1893. Captain Reid and First-Mate J. McKay charged with cruelty to seamen, the latter on twenty-eight distinct indictments. McKay's case dismissed on the second trial. In the case of Captain Reid six seamen gave direct evidence of his cruelty and bore on their persons the actual wounds inflicted. Spectators in the court expressed indignation and confidence of a conviction. Reid made no defense. Case dismissed. Jury returned the verdict that "a shipmaster has the right to beat a seaman who is unruly."

TAM O'SHANTER 2, Captain Peabody, arrived in San Francisco, July, 1893. Charges of the grossest brutality made against Second-Mate R. Crocker (late of Commodore T. H. Allen). Crocker stands 6 feet 3 in height and weighs 260 pounds. Crocker assaulted several seamen. One in particular, Harry Hill, bore nine wounds, five of them still unhealed. A piece was bitten out of his left palm, a mouthful of flesh was bitten out of his left arm, and his left nostril torn away as far as the bridge of the nose. Crocker is reported to have kicked the seamen from "pure devilment." He attempted to kick one man from aloft; seaman slid down to the deck, Crocker followed him and administered a beating, the marks of which he showed in court. Crocker held on \$500 bail. Case tried; usual verdict—acquittal.

M. P. GRACE 2, Captain De Winter, arrived in San Francisco, July, 1893. Captain De Winter and second-mate charged with cruelty. Case postponed. Crew to sea. Case called and dismissed for "lack of evidence."

ANNIE AND MILLARD, Captain Steelman, arrived in Portland, Me., July, 1893. First and second mates F. A. Reed and J. E. White charged by the crew with brutal treatment. One seaman was knocked down and kicked. Another was knocked down and beaten by the captain and mates. Second-Mate White hit one man's thumb; acknowledged in court that he could not resist the temptation to bite when the man's thumb was in his mouth. The second-mate had been six years to sea; part of that time he had been an officer. He acknowledged his reason for striking the seamen was "that they didn't go to work." Case laid over; men go to sea. Result acquittal.

SHENANDOAH, Captain Murphy, arrived in San Francisco, October, 1893. One seaman, M. Bahr, fell overboard from the royal yard and no effort was made to save him. Captain acknowledged this, but excused himself on the ground of rough weather. Ship had topgallantsails set on the wind. A passenger reports that the food was a revelation (to him), being meagre in quantity and bad in quality. Cruelty and constant abuse charged to the officers. Captain Murphy refused to see these goings on or to interfere when complained to.

FRANCIS, Captain Doan, arrived in San Francisco, October, 1893. First-Mate Crocker (late of Commodore T. H. Allen and Tam o' Shanter) accused of gross brutality to the crew. Seamen bore marks on their persons when they complained to the Commissioner. Crocker arrested and admitted to bail. Crew impelled to go to sea in the meantime. Case dismissed for lack of evidence.

HECLA 2, Captain Colton, arrived in San Francisco, April 25, 1894, from Baltimore. Crew complained of brutal treatment. Food scarce and of bad quality. Seaman E. J. Svendenberg charged that the first-mate struck him on the head with a belaying-pin. On other occasions the officers assaulted the crew, using hammers and marlinespikes. First-Mate John Cameron and Second-Mate John St. Clair arrested. Case dismissed by United States Commissioner Heald for "lack of evidence."

PORTLAND LLOYDS, Captain Freethy, arrived in Portland, Or., April, 1894. First-Mate B. M. Stiles arrested for "using a hatchet with terrible effect" on a man named John Garbey, and afterward confining him in the hold on bread and water. Case dismissed.

MARTHA DAVIS, Captain Soule, arrived in San Francisco in June, 1894, from Hongkong. Crew charged that Captain Soule went about the decks, armed with a policeman's billy, and openly ordered his officers to "break the men's heads" if they did not answer when called. Officers frequently used knuckledusters and belaying-pins. No arrests.

GAYHEAD (whaler), Captain Gifford, arrived in San Francisco, June 19, 1894. Crew complained of cruelty by the officers, particularly Second-Mate Cross. Several seamen were put in irons and afterward kicked till they became insensible. When they tried to desert they were arrested and brought aboard in irons. No arrests.

COMMODORE T. H. ALLEN 4, Captain Merriam, arrived in New York, June, 1894, from San Francisco. Charles Heyne, able seaman, charged that Captain Merriam and his son, Robert Merriam, Jr., first-mate, assaulted him at the vessel's wheel. First-Mate Merriam attacked the man with a rope's end, while Captain Merriam used his fists, until the seaman was badly beaten. Captain Merriam arrested and held in \$1,500 bonds. Case dismissed for "lack of evidence."

EMPIRE, Captain Davis, arrived in Honolulu, H. I., June, 1894. The Empire sailed from Newcastle, N. S. W., for San Francisco. She was badly provisioned and leaky. When the seamen demanded better food they were put in irons. The first-mate, J. Cassidy, was also confined for refusing to bully the crew. The vessel put into Honolulu and the first-mate and two seamen, James Campbell and Sydney Mellows, were taken ashore to the United States Consul. Captain Davis failed to substantiate his charges against the seamen and they were paid off. The remaining members of the crew appealed for assistance to Admiral Walker of the United States ship Philadelphia. Instead of assisting the seamen, Admiral Walker sent a detachment of his crew aboard the Empire to get her under weigh. The ship proceeded to sea with all-hands in irons, short-handed, ill-provisioned and leaking at the rate of three inches per hour. She arrived in San Francisco after a long voyage.

BENJAMIN F. PACKARD, Captain Allen, arrived in San Francisco, October, 1894, from New York. Two young men, Day and Nicholls, sons of well-to-do parents, who had shipped as boys, charged that they were abused by the officers, Nicholls being kicked by the first-mate so that he was seriously injured. Both boys left the vessel at San Francisco and returned overland to their homes. The crew also reported cruel treatment from the officers.

W. F. BABCOCK, Captain Graham, arrived at Tacoma, Wash., December, 1894, from San Francisco. Crew complained of vile language, violence and overwork. William Purchase, able seaman, charged that the second-mate and steward secured him in a helpless position and assaulted him, by order of Captain Graham. The second-mate beat Purchase, breaking his teeth, till he was tired. Purchase was afraid to attempt resistance for fear of being killed. Captain Graham arrested. Officers disappeared. Case dismissed for lack of evidence.

PARTHIA, Captain Day. Crew refused to work, on account of poor food, while the vessel was lying outward-bound in San Francisco Bay, January, 1895. Captain Day, with the assistance of his officers, put the crew in irons in the hold and starved them into submission, afterward proceeding to sea.

T. F. OAKES 2, Captain Reid, arrived in San Francisco, February 1, 1895, from New York. Crew charged Captain Reid and Second-Mate Ross with extreme brutality and murder. Frederick Owens, able seaman, was assaulted, dragged out of the fore-castle and compelled to work during very cold weather off Cape Horn and notwithstanding he complained of sickness. On December 3, 1894, Captain Reid ordered Owens to "walk the deck, even though he couldn't work." Owens was given no medical comforts except a dose of salts and a mustard plaster. He died on December 5th. All the other members of the crew charge specific acts of cruelty. J. Johnson, ordinary seaman, a "simple-minded Swede," was knocked down and kicked in the eye by Captain Reid for failing to address the second-mate with the usual "sir." Warrants sworn out for the arrest of Captain Reid and the second-mate. The latter disappeared. Captain Reid was acquitted of the charge of murdering Owens on the ground that no "official" charge had been made.

WILLIE ROSENFELD, Captain Dunphy, arrived at Port Townsend, Wash., January 24, 1895, from Newport News via Acapulco. Crew charge that First-Mate Gillespie struck William McNally, able seaman, on the head with a belaying-pin, knocking him down and cutting his head in several places. The same officer compelled another seaman, John Barton, to besmear his own face with the contents of the water-closet. Further abuse drove this man crazy so that he stole the food from the hog-pen. For this offense he was triced up. First-Mate Gillespie also assaulted Ivor Iversen, able seaman, once with a belaying-pin, cutting his scalp in two places, while the man was at the wheel, and again with a handspike, knocking him senseless. Second-Mate Pete Sullivan assaulted Mike Patterson, able seaman, knocking him down and kicking him repeatedly while he was lying on the deck. Boatswain John Kelly assaulted Charles Green, knocking him down and causing blood to spurt from his nose and mouth.

ROANOKE 2, Captain Hamilton, arrived at New York, March 13, 1895, from Manila. Crew charged that while the vessel was lying in Shanghai Edwin Davis, able seaman, fell from aloft, through fright at the threats of Second-Mate Taylor, and was killed. The second-mate is reported to have laughed at this, and said that "it served the fellow right, as he was too slow to be of any use." The day following this fatality Arthur Baker, able seaman, was working under the hatches. A bale of cotton was in danger of falling on him, and when the attention of First-Mate "Black" Taylor was called to this he swore at the crew and ordered them to "go ahead," at the same time saying that Baker must look out for himself. The bale fell on Baker, injuring him seriously. The first-mate, with another oath, ordered the man hoisted on deck. When Baker tried to stand he fell overboard, through weakness, and narrowly escaped drowning. The first-mate accused Frank McQueeney of being asleep on the lookout, and pounded him into insensibility with a belaying-pin. Captain Hamilton struck Carpenter Hansen on the head and face with a bottle, inflicting deep wounds, and afterward put him in irons and triced him up to the spanker-boom, where he was kept till nearly dead. Crew accused Captain Hamilton of drunkenness and neglect of his officers' conduct.

MAY FLINT, Captain Nickels, arrived in San Francisco, August 26, 1895, from Baltimore, Md. The crew charged that brutal treatment had begun before the vessel got under weigh on the Chesapeake. They asked Captain Nickels to send the police aboard. This the captain promised to do, but instead he sent off a gang of crimps, who beat and finally terrorized the seamen. During the passage one man, while kneeling at his work, was kicked in the testicles and permanently ruptured. Another man had his face laid bare with a holystone by Captain Nickels. One man was beaten for unavoidably spitting on deck while aloft and another was triced up to the spanker-boom for some trifling fault. The seamen were frequently assaulted by Captain Nickels while at the wheel, and vile names were applied to them as a general thing. Captain Nickels and Second-Mate Knight were examined by United States Commissioner Heacock and completely exonerated.

BENJAMIN F. PACKARD 2, Captain Allen, arrived in San Francisco, October 24, 1895, from Swansea, Eng. Crew reported that trouble occurred on the vessel while lying in the stream at Swansea. Several seamen attempted to back out, but were terrorized into going aboard. "Cockney" Falconer, able seaman, was sworn at and assaulted while aloft by Second-Mate Turner. The man was afterward put in irons and while in this helpless position was challenged to fight by Captain Allen and assaulted by the first-mate and carpenter. William Ace, able seaman, was called on deck during his watch below and assaulted.

Robert Lewis, able seaman, while clearing the maintopmast-staysail dropped the clew on deck, and for this he was set upon and beaten by the second-mate. Two boys, who had shipped as ordinary-seamen, were constantly ill-treated by the second-mate by having their ears pulled and clouted, etc. The second-mate assaulted both quartermasters in his watch while they were at the wheel. The crew say that they never clewed up a sail in bad weather without having trouble of some sort. Two members of the crew swore to warrants for the arrest of the second-mate and carpenter. The former disappeared, as usual, and the latter was dismissed by United States Commissioner Heacock on the ground of "lack of evidence."

BOHEMIA, Captain Hogan, arrived in San Francisco November 11, 1895, from Philadelphia, via Rio de Janeiro. Reports the loss of spars and a mutiny of the crew, headed by the second-mate, Eagan. Captain Hogan says that all hands, with the exception of the first-mate, refused to work ship and compelled him to put into Rio. Second-Mate Eagan deserted in Rio, a fact which throws suspicion on the charge of mutiny. Captain Hogan threatened to have his crew arrested, but did not. The crew, on the other hand, charged Captain Hogan with ill-treatment, and say that he was responsible for the loss of a seaman, Frank M. Weston, who was drowned from the jibboom at the time of the vessel's dismasting. The steward recited a specific instance of cruelty, when Captain Hogan clubbed him in Rio. Nothing done in the matter.

SUSQUEHANNA 2, Captain Sewall (late of Solitaire 2), arrived in San Francisco, November 12, 1895, from New York. The crew charge the usual ill-treatment against the captain and officers. James Whelan, able-seaman, swore out a warrant for the arrest of First-Mate Ross on a charge of brutally beating. Captain Sewall threatened that if Ross was convicted he would have the crew arrested on a charge of mutiny. The case of Ross was heard before United States Commissioner Heacock and, as usual, dismissed. Captain Sewall is one of the most notorious brutes in charge of an American ship. This is his fourth appearance in the "Red Record" in less than seven years. He has openly boasted that he would beat his seamen whenever he felt inclined. Well-sustained charges of murder have been made against him, but he has gone scot-free every time. Once, in Philadelphia in 1889, when he was in danger of conviction, he "disappeared" for a time, and afterward "healed the wounds" of the complainants with a small consideration in cash. His threat in the present case is simply repetition of an old dodge to embarrass the officials.

MARITIME LAWS OF FOREIGN NATIONS.

On April 2, 1894, the Assistant Commissioner of Immigration of New York addressed the following question to the Consuls of leading maritime countries, receiving the following replies:

"Are vessels liable for damages for loss of health or limb owing to cruelty or negligence?"

"Yes."

J. NEUBAUT, Consul General de France, New York.

"Vessels are liable for loss of health or limb owing to cruelty or negligence."

G. P. RIVA, Consolato Generale di S. M. il re d'Italia, New York.

"A bill is, I believe, about to be brought in to cover this. At present there is no specific law to make the ship-owner liable."

"No."

Her Britannic Majesty's Consulate General, New York.

HENRI M. BRAEM, Kgl Dansk Konsulat, New York.

"Generally, yes. In particular there is a special law concerning the accident insurance of seamen and other persons who take part in seafaring, dated July 13, 1887. By this law to the insured or their relatives, respectively, are far-reaching rights admitted; regardless whether anybody is to blame for the disaster or not."

A. FEIGEL.

Imperial German Consulate General, New York.

DISCIPLINE REGULATIONS. GERMANY.

SECTION 79.—As punishment, the master is forbidden to inflict fines, bodily punishment or imprisonment.

RUSSIA.*

SECTION 298. The master has not the right to use corporal punishment against the seamen, except for slow obedience of orders or commands in case of saving the ship, masts, sails or rigging, and in such case the master may give a seaman not more than five blows with a rope or knout.

SEC. 299. If a seaman during the voyage causes disturbance or mutiny, then the master, calling a meeting of the mate, boatswain, carpenter and the oldest or best able-seaman, can, with their consent, and in the direct emergency, punish the guilty one with blows of a rope on his back, but shall give no more than twelve blows. But should the other officers not agree to such punishment, the master shall refrain from it, and on arrival at the port of destination, if it is a Russian port, he shall bring the charge to the proper authorities, or, if it is a foreign port, to the Russian Consul, who shall pronounce punishment according to law. If the master meets a Russian warship or frigate during the voyage, he may bring his charge before the commander of such vessel.

ANCIENT LAW OF WISBY.†

ARTICLE 24.—No man shall fight, or give another the lie aboard. He who offends in this kind shall pay four deniers; and if the manner gives the master the lie, he shall pay eight deniers; but he who strikes him shall pay 100 ells, or lose his hand. If the master gives the lie he shall pay eight deniers, if he strikes he ought to receive blow for blow.

*The Russian law has two advantages over that of the United States, in that the knout is a less cruel weapon than the belaying-pir, handspike or knuckleduster, and that its use is strictly defined and dependent upon the consent of a part of the vessel's crew.

†Wisby was the ancient capital of Gothland, an island in the Baltic. Its maritime laws are authoritatively stated to be the oldest in existence. At any rate their origin is not later than 1266. The Article quoted here shows that bad language among seamen was discouraged, even in those supposedly uncouth times, and that the seaman's right to self-defense and damages was clearly recognized. The loss of a hand was a common punishment among the Scandinavians and the people of the North at that time. The whole law of Wisby is interesting in comparison with modern maritime law, as showing the tendency of the latter to vest of power of absolutism in the ship-owner and ship-master, while the necessity for such power has been proportionately decreased.