

COAST SEAMEN'S JOURNAL



OFFICIAL ORGAN OF THE INTERNATIONAL SEAMEN'S UNION OF AMERICA.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XI, No 17.

SAN FRANCISCO, WEDNESDAY, JANUARY 26, 1899.

WHOLE No. 537.

THE RED RECORD.

TAM O'SHANTER, Captain Peabody, San Francisco, September, 1888. First-Mate Swain arrested on three charges of cruelty preferred by Seamen Fraser, Williams and Wilson. Swain released on \$150 bonds. Case dismissed.

HECLA, Captain Snow, Tacoma, November, 1886. Seven seamen entered complaint of cruelty. Crew were put in the hold for forty-eight hours and secured in such a manner that they could neither stand erect, sit nor lie down. One man was tied to a stanchion four days and kept without food. 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 do 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 2*, Captain Sewall, Dunkirk, France, 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 storeroom 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. Numerous charges of cruelty were made by the crew. 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, New York, February, 1889. Complaints of general abuse. Some of the crew determined to desert the vessel while still lying in harbor. L. Kaidron 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 from 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 Lavery, 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 gagging because the complainant was singing. Captain was present during these inflictions, but refused to interfere. Watski released on \$500 bonds. Case dismissed.

ST. ANDREW, Captain Heckster, New York, March, 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 Nelson. Soon after leaving London, the seamen charge, the captain and mates commenced to ill-treat Nelson most brutally, knocking him down with marlin-spikes on the slightest pretext. As a result of this treatment the man died on March 20th. Case dismissed.

SOLITAIRE 2*, Captain Sewall, Philadelphia, 1889. Warrants 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 hull and was thus saved. Another man was struck off the yard and fell to the deck. He was killed outright. The mates deserted the ship while towing up the Delaware; Captain Sewall also disappeared for a time. It is reported that Captain Sewall "healed the wounds of all complainants" with \$140 in cash.

COMMODORE T. H. ALLEN, Captain Merriam, San Francisco, 1889. A seaman fell sick and was confined in the carpenter's shop. Diet for the sick man, common ship's fare; medicine, salt. For four days he ate nothing. Finally he died. No investigation held.

McLAUREN, Captain Oakes, New York, 1889. Second-Mate Lilybridge charged with beating certain members of the crew with a captain's bar. 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. Case dismissed.

FINANCE, steamer, Captain Zollinger, New York, 1889. First-Mate Evelyn arrested for brutally assaulting a seaman named Burke. 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 \$1,400 bonds. Case dismissed.

FINANCE 2, same captain and mate, August, 1889. Captain beat four negro stowaways over the heads with a plank until they bled and pleaded 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 negroes overboard and let them swim. Second-Mate Martin disobeyed this order until within thirty yards of the island. Then it was lowered 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. Case dismissed.

STANDARD, Captain Percy, San Francisco, 1889. Seaman E. Anderson complained of ill-treatment from First-Mate Martin. First-Mate knocked Anderson down and kicked him until he was insensible. Mate ordered him aloft; men had to lash him in the rigging to prevent his falling. Warrant sworn out for the mate's arrest; mate disappeared and could not be found.

COMMODORE T. H. ALLEN 2, Captain Merriam, New York, 1889. Fred Hall, a green hand, was accorded cruel treatment on the passage to New York, and when asked the captain for his pay was told there was nothing due him—the crimps had received all in advance and blood-money. Case dismissed.

* These figures designate the number of cases reported against the same vessel.

REUCE, Captain Adams, San Francisco, 1889. Seventeen seamen down with the scurvy; one man died from same disease. Rotten and insufficient food was the cause. While some of the men were holystoning the decks they were beaten by the second-mate. The latter officer desecrated as the Reuce was towing into San Francisco. Case tried in District Court and verdict for \$3,000 damages awarded the seamen.

ROBERT G. BELKNAP, Captain Staples, New York, 1889. Crew reported hard and continuous work night and day during the passage. Bad food and violence from the officers. A seaman, William Thomas, reported missing. On the arrival of the Belknep in New York the second-mate disappeared. All-hands bore marks of scurvy. Case dismissed.

STERLING, Captain Goodwin, San Francisco, 1890. Three seamen were sent to the Marine Hospital with scurvy. All-hands reported bad and insufficient food and brutal treatment from the officers.

EDWARD O'BRIEN, Captain Oliver, San Francisco, 1890. First-Mate Gillespie charged with most inhuman conduct. 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; struck another man on the neck with a captain's 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. Case dismissed.

JOHN HARVEY, Captain Stewart, New York, 1890. Captain assaulted the man at the wheel; the first-mate, Phelan, assaulted a man while urging the mate to beat the seamen; threatened to shoot any one who tried to interfere. One man interfered and the captain shot him in the temple. 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 jail for testifying in favor of the seamen at Barbados. Case laid over till the arrival of the Harvey in New York. Case dismissed.

RAPPAHANNOCK, Captain Dickinson, Philadelphia, 1890. Crew complained of vessel being un-manned. Captain went ashore, got crimps aboard and beat the seamen, then put them in irons and locked them in the forecabin, where they remained with little food for two weeks. Captain Dickinson examined by the United States Commissioner. Case dismissed on ground of "justifiable discipline."

LOUISIANA, Captain Ogilvie, San Francisco, 1890. One seaman being sick begged to be permitted to stay on deck when there was nothing on the Second-Mate Davis answered by striking him on the head with a belaying-pin, then struck the sailor with his fist. Seaman appealed to the captain, who replied by striking him with a whip. Another man who complained of ill-treatment was put in irons and fed on bread and water for 100