

TRAFFIC'S MESSAGE

Brief Document is Transmitted to Country's Lawmakers.

IS ALL ABOUT RECIPROcity

President Tells of Negotiations Leading to the Canadian Agreement, and Asks Early Action Confirming the Pact.

Washington, April 4.—President Taft's message to the 62nd congress in an extraordinary session was transmitted to both houses of congress today. The message in full was as follows:

To the senate and house of representatives: I transmitted to the 57th congress on January 6th, last, the text of the reciprocity trade agreement which had been negotiated under my direction by the secretary of state with the representatives of the Dominion of Canada. This agreement was the consummation of negotiations extending over a period of nearly a year, on the part of both governments to effect a trade arrangement which, as regards the United States, would result in the amicable settlement of various questions of a diplomatic and political character that had been repeatedly prominent in our commerce and would strengthen the friendly relations now existing.

The agreement in its intent and in its effect is purely economic and commercial. While the general subject was under discussion by the commissioners, I felt assured that the settlement of the reciprocity question in the United States was such that they would reach a measure which would result in the increase of trade on both sides of the boundary line and would reserve the productive resources of Canada to the great mass of our own consumers on advantageous conditions of the commerce. This agreement has been strengthened by further consideration of the terms of the agreement in all their particulars. The volume of our export goods which it broadly national scope is fully appreciated and is responsive to the popular will.

The representatives of the Sixty-first congress, after the full text of the arrangement with all the details in regard to the different provisions had been fully explained before the American people, passed the bill confirming the agreement as negotiated and as transmitted to congress by the secretary of state.

In concluding the negotiations the reciprocity pact between the two countries found themselves to use their utmost efforts to bring about the tariff changes provided for in the agreement before the session of congress in Washington and Ottawa. I have felt it my duty, therefore, not to acquiesce in relegation of action until the session of congress in Washington and Ottawa. I have felt it my duty, therefore, not to acquiesce in relegation of action until the session of congress in Washington and Ottawa.

Not only is American commerce being conducted by vessels of our own flag, but American over-sea commerce in American ships is being handled by foreign seamen. The astounding fact is true that not only has American flag vessels, but also other nations on the face of the globe, but the majority of the men in the American merchant marine are men of other nations.

The majority of American seamen are sailing by choice and the flag 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 undermanned vessels, living under conditions that have driven Americans from the sea. This is what concerns us. And it concerns us vitally.

The criteria published by the United States commission on navigation, that out of over hundred American seagoing steamers of over one hundred tons for the past seven years, an average of 224 have been lost each year, and that out of every hundred foreign seagoing steamers, an average of one hundred tons for the same period, an average of only 198 have been lost. Out of every hundred American seagoing steamers, an average of 224 have been lost each year, and out of every hundred foreign seagoing steamers, an average of only 198 have been lost.

On the Pacific ocean the situation is almost intolerable. The United States commissioner of navigation in his report for 1939-40, page 20, declared: "The crews of our own steamships sailing to China and Japan are almost wholly Chinese and Japanese shipped left American consuls at foreign ports where the vessels enter and clear." And this condition has grown worse instead of better since that time.

Flies from potatoes, peas, macaroni, olive oil, cream, alcoholic drinks, candy and pastry.

Christianity has made but few converts among the more intellectual and influential classes in China. In Peking, as in Jerusalem, so in this land, one may stand in awe, 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 more than a million of ability and standing. In China there are a few such and multitudes whose lives prove beyond doubt the sincerity of their Christianity, but in general, as in Corinth in the days of the Apostles, so in this land, one may stand in awe, incredulously and scornfully.

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 missionaries and their assistants. 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 country or even the locality of their country, from which the missionaries came. Christian missionaries have not yet learned how to impart to the Chinese the essential elements of their religion in their purity and simplicity, but with these have always carried along their sectarian animosities and their petty jealousies. The situation is a sad one. The progress of civilization has relieved the shipper and the master of their cargo from 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 me, for insurance shifts the burden of loss from the shoulders of the individual to the shoulders of the community.

Perfume of piracy, and losses from storms or local disturbances are paid for by the states and localities respectively. 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 condition affects not only the sailor but the crew. Formerly the ship-owner would have his vessel to the manager 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 bodge-podge of law, ancient and modern. And then we can see very clearly how this condition affects not only the sailor but the crew. Formerly the ship-owner would have his vessel to the manager 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.

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...to Henry, I am going to have you today. I've sold your carcass at last. This remark by a big sailor to a friend on the San Francisco waterfront caused a tremendous stir to turn around and regard the pair curiously. It was the tenth time that he had heard that remark, and he was sure that it was as he uttered about the wharves watching the whalers preparing for their season in northern seas. He had heard it so often, he had listened him 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 your carcass."



...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 and the right to assign away his right to his pay when it falls due. And he cannot be a sailor without signing their away. And he cannot sign away from his bargain and his master. If he tries to, 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 foreign lands, and by the world, the United States States to return foreign sailor-slaves, in return for which the foreign countries have agreed to arrest and return to America any American chattel slaves. No man is ever a slave under the law. His conditions are such that it is necessary for his masters to hold him legally in servitude in order to profit his activities. 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 under 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

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