

## MARINE ACT SHOULD BE IN OPERATION

MARINE ACT DELAY CAUSES NATION TO LOSE BENEFITS IN TRADE.

(Chronicle's Washington Bureau.)  
WASHINGTON, May 13.—Members of the senate committee on commerce and of the house committee on merchant marine and fisheries have started rumblings in their committees that portend trouble for the administration.

It is over the merchant marine act, which went into effect last June theoretically, but which actually has never been put completely into effect. The bill was the crystallization of the best thought in congress as to means for rehabilitating the sea trade of the United States.

One of its most important provisions was that which required the president within 90 days of the approval of the act, to take the necessary steps to abrogate commercial treaties with other nations which prevent the United States from imposing discriminatory customs duties on goods carried on foreign vessels and entering American ports.

President Wilson refused to carry out this mandate on the plea that it was offensive to other governments. In so doing, he disregarded his own action, taken several years before, in abrogating those provisions of treaties which interfere with the operation of the LaFollette seamen's law, a measure enacted at the behest of organized labor.

Existing law, carried in the Underwood tariff act of 1913, provides for the levying of discriminatory duties on imports in foreign bottoms whenever treaty provisions do not intervene. This provision gives imports carried in American bottoms a duty of about 10 percent less than applied to similar goods imported in foreign bottoms. But, inasmuch as the United States has commercial treaties with some 26 maritime nations providing that no such discriminations shall be practiced against those nations, this part of the Underwood act has never become effective. Were the treaties to be abrogated as directed by congress, this discrimination provision automatically would be applied.

It is the judgment of many maritime authorities that nothing could be done that would have a more wholesome effect on the rehabilitation of American water-borne commerce than the application of this discriminatory provision. The merchant marines of America's chief rivals of the seas operate under certain favoring conditions which are denied the American merchant marines under laws enacted by congress for the safeguarding of seamen and for the maintenance of a high standard of working conditions.

In addition, the government authorized combinations and discriminatory practices of foreign merchant marines placed the American ships at a disadvantage in other respects.

It was expected that the Harding administration, soon after taking office, would proceed to carry out all of the provisions of the Jones shipping act, including the abrogation of treaties and the appointment of an enlarged shipping board with increased powers and duties.

President Harding has been in office some eight weeks and not yet has moved. Although he was a member of the senate committee on commerce

which wrote the larger portion of the Jones act, and hence has a personal familiarity with it, he has not yet found time to do any of the things the act required of the president.

All that remains of a splendid beginning in the sea trade is a gigantic obligation on the public treasury, a tale of government inefficiency and waste in management and the foundation of a series of scandals.

The application of the Jones act cannot cure all the ills and cannot over night put the merchant marine on its feet. It can, however, do a great deal in that direction, and the delay in applying it causes the situation to become worse every day.

If President Harding believes, as President Wilson did, that the discriminatory provisions in the act are unwise and unwholesome, he should, his former colleagues hold, say so and give congress an opportunity to offer something else. No member of either committee will permit himself to be quoted at this time, but privately a number of them urge a public agitation of the subject as a means of getting the matter to the president's attention.

What the senators and representatives want is an early appointment of the shipping board and an early appli-

cation of the provisions of the Jones act; failing that, they want a definition from the White House of objections, if any there be, to this legislation.

A movement is now on foot in congress for the adoption of a joint resolution calling on the president: for his reasons for not acting, unless he indicates very soon that he is to do something.

He has taken pains in his public utterances to commit himself to the principle of upbuilding the merchant marine, but his own friends in congress complain bitterly of his non-action.

There is a disposition among the president's former colleagues on the senate committee on commerce, which disposition is reflected in the house committee, to be patient with him, in the realization that he has a multitude of things to do. Nevertheless, the feeling grows that patience is ceasing to be a virtue.

The American merchant marine is in an exceedingly bad way. The skeleton shipping board organization, carried over from the previous administration, is functioning only nominally. Private ships and shipping board ships are being driven into retirement

and hundreds of young Americans who had hopefully begun maritime careers, are back on shore hunting land jobs.

### NAVAL OFFICERS ACCUSED OF TRANSPORTING WOMAN

By United News  
SAN FRANCISCO, May 12.—Charged with "scandalous conduct tending to corrupt good morals," Lieutenant Frederick Sans Souci, a naval officer with a record covering a period of 20 years, is today held in the naval prison at Mare Island navy yard awaiting trial by general court martial.

He is accused of having transported a woman, whose name is being withheld, from here to the Philippines while on an official mission. It is alleged that the woman posed as his wife and was known as such by everyone who came in contact with the couple.

While his real wife stayed in San Diego, Sans Souci had a "good time" with the other woman, according to the charges.

Department of justice agents who are working on the case said that a thorough search was being made for the woman companion who is now supposed to be in the northwest.

Additional charges that he lived

with the woman at a fashionable apartment here are being investigated, it is said.

Lieutenant Sans Souci is well known in naval circles here and on the eastern coast, where he was stationed for a number of years.

His wife, who is still at San Diego, has not made any announcement as to knowledge of the case as yet.

By United News  
SAN FRANCISCO, May 13.—Lieutenant Frederick Sans Souci, naval officer accused of immoral conduct with a woman not his wife, has confessed, according to word received here from the Mare Island navy yard today. The accused man is being held in the naval prison there, pending a general courtmartial on the charges preferred by fellow naval officers.

According to the charges, Lieutenant Sans Souci is alleged to have transported Miss Betty Albret, pretty young San Francisco girl, to Manila, P. I., while on an official mission. It is said that the young woman posed as his wife. After the return from the Philippines the couple lived together in an apartment house here, according to the charges.

During the time Sans Souci was associating with Miss Albret, his wife

was living in San Diego, awaiting his return. She is now here, preparing to file a petition for divorce, based upon the charges preferred by the navy.

According to naval intelligence officers, Sans Souci has confessed to all of the things he was accused of and his trial will begin within a few days.

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Dr. S. Burke Massey, dentist, First National bank, rooms 307-308. Telephone main 3911, res. main 1691. 84

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