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THE SAILOR AND HIS POLITICS.

It is rather strange that politicians of our large sea ports have never made any legislation to control the "sailor's vote." Sailors are not excepted from the general laws regulating political voting, and as they are generally away from home at election time by consequence they lose their vote and their interest in politics is generally theoretical. In local matters, of course, the sailor, being a stranger, should have no voice, but in national affairs his vote should count, and he should be permitted to cast it in whatever American port he happens to be at the time of national elections. For that particular occasion, he might be considered a citizen of the port in which he was staying. Government employees are allowed leave of absence, with pay, in order to go home and vote. Jack has no privileges in these things. He finds all manners of strange laws enacted, ostensibly in his interest, which he neither wants nor understands, and in legislation relating to navigation he finds that he is the last man consulted or considered. As he has no voice in the case, he can be left out in the cold with impunity. Any objections that come from the mariner are good-naturedly attributed to the constitutional growling which is one of the privileges of an "old salt." Politically, the sailor—officer and man—

has little if any standing. It is possible that he does not want any and is content to leave all navigation legislation to the land lubbers, who do tie some peculiar knots in their making of laws for sailors. Yet in the regeneration of the merchant marine which is promised, it seems as if a political standing for the sailor and officer would be productive of some good.

We are treated to long homilies upon the character of those who follow the sea for a living, and it is almost impossible to determine from all that is said whether the sailor is a hero at sea and an unmitigated ass ashore, or a drunken brute, with no ideas above the management of a vessel. Perhaps if the old ideas about the sailor were dismissed and the same treatment accorded him that obtains with all other people, the new merchant service may become all that is to be expected. Jack ashore and Jack at sea is not considered to be the same individual. This may be the reason that his political rights have never been given consideration. But the officer of a merchantman has varied duties to perform that would test the capacity of the average landsman who criticizes him, and the sailor who helps him out in these duties should be of proportionate ability. If all we hear of our future maritime greatness comes true, the merchant service will play a prominent

part in our political economy and the position of the sailor become of increasing importance. We repeat, therefore, that it is strange that the peculiar position in which the sailor is placed in politics has not attracted attention. Good constitutional lawyers will find nothing strange in this, and will point out that the sailor enjoys at home the same suffrages as his fellow-citizens, and that the constitution does not provide for any exceptional privileges in his behalf. But then good lawyers always find a way out of every difficulty, and it is part of their trade to make precedents for their successors. The sailor is not at home very often and it might be possible to find him a little lee way in the political line, especially as he promises to increase in numbers. And yet he may say after all, "political rights be blowed."—*The New York Maritime Register.*

It has been well said that spasmodic advertising, even when made on a large scale, is disappointing. The ephemeral feature of such advertising looks as if the man had made a grand effort and failed. Merchants who permanently advertise, create the impression of strength and of soundness. People at least feel that those who keep their names before the public are solid and substantial.—*Chicago Dry Goods Reporter.*