

ilities, there would have been no war. The treaties negotiated by Mr. Bryan and now before the Senate, provide for this very thing—the mellowing influence of time. The war in Europe, and the avoided war here are unanswerable arguments in behalf of these treaties.

s. c.



Satan Rebuking Sin.

“War, the wild beast of civilization, is loose. Dreadful anxiety oppresses the hearts of men. Civilization has declared war against itself, and because a few choose to set millions at the game of murder, progress stops and the world goes back.” So runs the leading editorial in the Hearst papers of August 9. Is it possible to use stronger language in condemnation of William Randolph Hearst’s urging of war against Mexico? To paraphrase his own words: “Because a few American monopolists wish to save their titles to Mexican lands, they would set millions at the game of murder.”

s. D.



Modernizing the Navy.

Should any of the old Sea Dogs escape from Davy Jones’ Locker long enough to pay a visit to the American navy it is to be feared he would feel little at home on board ship. The substitution of steam for sail propulsion doubtless would surprise him, and loading cannon from the breech instead of the muzzle might impress him as a distinct improvement. But his first real jolt would come when he heard an officer direct a man to do something on the “right” side of the ship. To be told that the seaman’s “port” and “starboard” had given place to “left” and “right” would send him below for a glass of grog. Here would come his second jolt, for to his mind a ship needed grog inside as much as water outside. But both of these surprises would be forgotten when the old fellow was told that imprisonment for desertion had been abolished.



Secretary Daniels seems to have as little respect for precedent as President Wilson. Being a civilian, he looks matters over with an omni-critical eye, and when he sees something that looks out of harmony he calls in the liveliest Sea Dog he knows and finds out about it. If the seaman’s opinion and the landsman’s opinion coincide, swift action follows. Most of the men on modern battleships are not sailors at all, but machinists, and soldiers; so why chance confusion by requiring landsmen to think “right” and “left” when they hear “starboard” and “port”? The same practical mind saw

the advantage of selling two outgrown battleships just before their time for being scrapped, but while still of service to a smaller country in enclosed waters. And now the Secretary has grappled with the desertion problem in the same fearless way. Most of the causes of desertion are unintentional acts, which, though deserving of some punishment are encouraged, rather than discouraged by imprisonment. A prison is about the poorest place on earth for the growth of character, and people should be put there only when all better means have failed. The very fact that this stigma has been removed, and that the men wishing to quit the service may have an honorable discharge by merely refunding certain enlistment allowances, will go far to make the men satisfied to stay their term of enlistment. Let the men in the army and navy quit with the least possible disabilities, and there will be far less desertions than formerly. Under such conditions if there be many quitting the service it will be time to look into the conduct of the officers in charge.

s. c.



Any Way But the Right Way.

Many years ago this country heard the campaign cry of Free Ships and Sailors’ Rights; but like many another euphonic slogan, it did not survive the campaign. The term might serve in a new sense. The sailor still awaits the action of Congress to enjoy the rights of all other workmen; and free ships are begrudged us by the same body. Old Captain John Codman and David A. Wells showed beyond any question or doubt that the one indispensable thing to revive American shipping was to allow American ship masters to buy ships in the same market as their competitors. But in those days Congressmen stood on their heads to see things and everything was upside-down. One word from John Roach, the ship-builder, was more impressive in Washington than a long argument from an actual sailor like John Codman. We did not get free ships, and American shipping did disappear from the high seas. But a break was made in the protectionist defenses when the Panama Tolls bill granted American registry to foreign ships under certain restrictions. It was not to be expected that a wrong policy that had outlived two generations could be completely righted by one act. Congress took one step, and then stopped.



But an unexpected condition confronts us. The war in Europe has driven a large number of ships from the sea. It is a great opportunity for Amer-