

night for more than ten days to enroll and enlist them. It would require a week to move them to the camps, provided all the suitable railroad equipment of the country were given over to this work alone. One thousand men would have to

work day and night for ten days to erect the tents for them, and when completed this camp would amount to a city of more than 125,000 tents, covering an area of more than 8,000 acres, an area equal to the size of St. Joseph.

mittee of North Carolina, described what he termed a "Mill Secretary," as a development of child labor. He said a "mill secretary" was in most cases a father with several children old enough to work in the mills who idled away his time about town and collected from the mills the wages earned by his sons and daughters. The term and the species, he said, had become a familiar one in many cotton mill towns.

"They are losing caste within the last year or so, however," he declared, "and could be made to disappear altogether with some alterations and the enforcement of the vagrancy laws."

Swift told of having visited lately sixteen mills in which 5,000 persons were employed. Of these 233 were children between the ages of twelve and thirteen, fifty-three were the children of widows, seventeen children of disabled parents and seven orphans.

Swift also told of a series of questions submitted to physicians in his state. To the inquiry that: "Is it probable that factory labor is injurious to children under fourteen years old?" 290 answered in the affirmative and sixteen in the negative, he declared.

Two hundred and sixty-four declared that such labor would be more injurious to girls than to boys, while forty-five thought it would not be. There was additional wide expressions from doctors, he said, in favor of laws for the regulation of hours and employment of children.

Other representatives of organizations in favor of permitting child labor also addressed the committee.

**BRYAN VINDICATED?**

[From The Kansas City Journal, February 13, 1916.]

There would be an odd, not to say amusing, turn to affairs if, after all, the solution to the difficulties arising from Germany's warfare upon passenger-carrying ships should be found in Mr. Bryan's old scheme of warning Americans against traveling upon armed merchantmen. Yet this very thing is being seriously considered in Washington, and the indications are that the Wilson administration will execute another flip-flop and finally vindicate the outlawed former secretary of state.

Our state department has been formally notified that Germany and Austria will instruct their submarine commanders to consider, after March 1, armed merchant ships of the entente allies as warships, and to treat them accordingly. Under these instructions commanders will be at liberty to sink without warning any armed vessel of the enemy, whether or not it is carrying passengers or freight. This obviously will put a new face on the situation. Commenting upon the effect of these new instructions, the Associated Press report from Washington says: "In

view of this situation, American citizens, it is stated by high authority, now may be warned that they will take passage aboard armed merchant ships at their own risk and be entitled to no more protection from the United States than if they had embarked upon a belligerent warship. Officials today seemed not to be able to conceive that any issue could arise in the future from submarine warfare conducted under these rules."

When the Lusitania was sunk by a German submarine, it was after due warnings had been given that the attack was to be made. In spite of these warnings, and of the further fact that several other ships were available for passage across the Atlantic for the American passengers, they took the fatal risk and hundreds of lives were lost. President Wilson denounced this act with much bitterness, as did also Mr. Bryan, then secretary of state. But Bryan pointed out that the Americans should have canceled their passage on the Lusitania, which, though not armed, was in commission as a British naval auxiliary and was engaged in carrying war munitions. One of the things that Secretary Bryan urged was that Americans should not endanger the peace of this country by persistently going into perilous situations. President Wilson took another view. He insisted with some spirit of braggadocio that Americans should be allowed to go anywhere, at any time, and have the protection of the United States — although the United States hadn't much to protect them with.

This was the first official disagreement of consequence between Wilson and Bryan, and scores of leading American newspapers took the Bryan side of the controversy. What earthly business, these newspapers argued, had adventurous or merely foolhardy Americans to travel upon ships that were clearly unsafe? Why should a national of a hundred million people be involved in a terrible war to protect such adventurers? And now it appears that the administration is going back along the trail to take the Bryan road. And if the solution to the submarine problem can be found in this course, it will apparently be a wise thing to do.

**CAUSE OF THE COLLAPSE**

The foreman employed by a big contractor rushed into the office of the boss, wild eyed and palpitating.

"Boss," said he, in a greatly agitated voice, "one of them new houses of ours fell down in the night."

"What's that?" exclaimed the boss, jumping right up and beginning to take notice. "What was the matter? How did it happen?"

"It was the fault of the workmen, boss," answered the foreman. "They made the mistake of taking down the scaffolding before they put on the wall paper." — Philadelphia Telegraph.

**Congress Tables Both Warning Resolutions**

The United States senate on March 3, by a vote of 68 to 14, laid on the table the resolution of Senator Gore of Oklahoma warning American travelers against taking passage on armed belligerent vessels.

The house of representatives on March 7 voted to lay upon the table the McLemore resolution warning Americans not to travel on armed ships of belligerent nations. On the motion to lay the resolution on the table the vote was 276 to 143.

**Text of the McLemore Resolution**  
A Washington dispatch, dated March 7, says: The text of the rejected McLemore resolution, following a lengthy preamble, is as follows:

"Resolved, That the house of representatives of the Sixty-fourth congress of the United States do, and it hereby solemnly does request the President to warn all American citizens, within the borders of the United States or its possessions or elsewhere to refrain from traveling on any and all ships of any and all of the powers now or in future at war, which ship of ships shall mount guns, whether such ship be frankly avowed a part of the naval forces of the power whose flag it flies or shall be called a merchant ship or otherwise and whether such gun or guns or other armament be called 'offensive' or 'defensive,' and in case American citizens do travel on such armed belligerent ships that they do so at their own risk;

"That whenever the President of the United States or the secretary of state shall come into possession of the actual memorandum of the German government, containing photographic facsimiles of alleged secret instructions issued by the British government, which alleged secret instructions direct that so-called 'defensive armament for merchant ships' shall be used offensively and that so-called 'defensive armament for merchant ships' shall be manned and directed by naval officers and men of the navy of Great Britain and that such so-called 'defensive armament for merchant ships' and such naval officers and men shall be as far as possible concealed and disguised when in neutral waters and ports, with the evident intention to deceive, the President of the United States or the secretary of state shall at the earliest possible moment transmit such actual memorandum of the German government, with such facsimiles of alleged secret instructions of the British government, and with all appendices whatsoever, to the speaker of the house, that it and they shall be laid before the house for its full information and for its assistance in performing its duty and function of guarding the welfare of the country and its citizens, and for its assistance in performing its constitutional duty of advising the President of the United States with regard to foreign relations;

"That the house expresses the determination of the people and government of the United States both to uphold all American rights and to exercise care, consideration and wisdom in avoiding actions which tend to bring American citizens and American interests into the zone of conflict

where the passions of war are raging."

**Text of the Gore Resolutions**  
Senator Gore's original resolution reads as follows:

"Whereas, A number of leading powers of the world are now engaged in a war of unexampled proportions; and

Whereas, The United States is happily at peace with all of the belligerent nations; and

Whereas, It is equally the desire and the interest of the American people to remain at peace with all nations; and

"Whereas, The President has recently afforded fresh and signal proofs of the superiority of diplomacy to butchery as a method of settling international disputes; and

"Whereas, The right of American citizens to travel on unarmed belligerent vessels has recently received renewed guarantees of respect and inviolability; and

"Whereas, The right of American citizens to travel on armed belligerent vessels rather than upon unarmed vessels is essential neither to their life, liberty or safety, nor to the independence, dignity or security of the United States; and

"Whereas, Congress alone has been vested with the power to declare war, which involves the obligations to prevent war by all proper means consistent with the honor and vital interest of the nation, therefore be it

"Resolved by the senate, the house of representatives concurring, That it is the sense of the congress, vested as it is with the sole power to declare war, that all persons owing allegiance to the United States should, in behalf of their own safety and the vital interest of the United States, forbear to exercise the right to travel as passengers upon any armed vessel of any belligerent power, whether such vessel be armed, for offensive or defensive purpose; and it is the further sense of the congress that no passport should be issued or renewed by the secretary of state, or by any one acting under him, to be used by any person owing allegiance to the United States, for purpose of travel upon any such armed vessel of a belligerent power."

The addition by Senator Gore to his original resolution, which was tabled with the warning resolution, was as follows:

"Resolved by the senate, the house of representatives concurring, That the sinking by a German submarine without notice or warning of an armed merchant vessel of a public enemy, resulting in the death of a citizen of the United States, would constitute a just and sufficient cause of war between the United States and the German empire."

**OUTLAW CHILD LABOR IN INTERSTATE TRADE**

A Washington dispatch, dated Feb. 18, says: Advocates of child labor legislation had a hearing today before the senate committee considering the Keating-Owen bill, which would bar child labor products from interstate commerce.

W. H. Swift, of Greensboro, N. C., an agent of the Child Labor Com-

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