

Crime Against Childhood.

Deputy Labor Commissioner Watson will have the support of all good people in his investigation of the child labor problem. Child labor is an evil that should be suppressed outright. It is a crime against the child, the republic and the human race. This government is founded on education of the masses. If a child is forced into the factory by idle parents to support these same parents in idleness and viciousness, the state should impose its merciful arm for the protection of the child. In this state, with its vast educational endowment and its splendid public school system, there is not a particle of excuse for an ignorant childhood. If a child grows up to ignorant manhood he becomes a menace to the state. If it is permitted the state does him a wrong that cannot be atoned for.

A gifted woman, Mrs. Irene Macfayden, writing to the December Social Service magazine, says: "The neglect or abuse of the child has cost commercial nations in coin, prestige and progress more than can be estimated. No greater social service could be rendered to a nation than that of saving to it the children, and teaching it that if it looks after the seedling the tree will look after itself." Speaking of child labor in other countries, she notes its rise in England, where child mortality in the manufacturing districts rose to undreamed of heights. The baby victims brought from slums and poor houses were driven to work before daylight and forced to toil through the long night watches. British manufacturers grew rich—the noise of their mills drowned the cry of childhood. Greedy for profit, they fought humane legislation at every step and every point. Elizabeth Barrett Browning's poem, "The Cry of the Children," effected the release of children under ten years of age. Economists came with their investigations. The discovery was made that a well-cared for, well-developed, highly paid human being with a high standard of life was worth more than a badly paid, miserable and unintelligent one. The mill owners changed their attitude. A new class arose to protect the children and prominent English manufacturers are active in raising the age limit for children to enter the mills.

Driven from New England, child labor has found a refuge in southern mills largely managed and owned by northern men. The better men of the south are laboring to suppress this crime against childhood.

Mrs. Macfayden herself as the agent of the American Federation of Labor is actively engaged in co-operating with these men. She says of these southern mills: "Little ones of six or even younger begin their twelve hours' work a day in the mill, and there is scarcely a factory out of the 663 at the beginning of 1901 without a batch of little victims under twelve. When the mills are run at night, brilliantly lit with electricity, the little ones are still at work. The illiterate negro sends his child to school, the illiterate white man sends his into the mill. In Augusta, Ga., there are 567 children under twelve working in eight mills. Of these only 120 can read or write, and they entered after their tenth birthdays and had learned what they knew before that. In Alabama, where the industry is comparatively new, there are from 1,000 to 1,200 children under twelve in the mills, most of whom are illiterate. In South Carolina in 1890 there were 30,000 more negro than white children in school, while the factories swarmed with

white children. The president of one mill, giving evidence before the legislature, stated that 30 per cent of his operatives were under twelve.

Any sincere lover of his kind can see that this sin against reason and humanity should be allowed no foothold in this free and intelligent commonwealth. To the good men and women of the south who are seeking to uproot this malignant evil, there can be none but words of cheer and praise.—Omaha World-Herald.

Where Ivey Stands.

(Associated Press Dispatch.)

Washington, Feb. 26.—Some time ago the secretary of the treasury received unofficial information to the effect that J. W. Ivey, collector of customs at Sitka, had instructed his deputy at Unalaska not to permit Canadian vessels presumably about to engage in pelagic sealing to obtain supplies at that port. The collector was directed to send a statement of the facts to the department, and was informed that if such orders had been given they must be rescinded. Today the department receive a telegram from Ivey, saying:

"My instructions were not against Canadian vessels actually engaged in pelagic sealing, which is illegal and criminal when committed within the marine jurisdiction of the United States. If there is an ancient treaty between the United States and Great Britain by which subjects can commit depredations destroying American property and depleting our revenue of tens of thousands of dollars annually, while our own citizens are denied these privileges, the sooner such treaty is abrogated the better. Your solicitude regarding international complications with Great Britain need cause you no uneasiness, as the poaching season is not yet opened. Your new collector will arrive in time to enforce your orders. My Americanism will not allow me to rescind an order which gives British subjects privileges within our marine jurisdiction which are denied our own people.

"There is another matter that may attract your attention. I have recently issued orders to the deputy at Skaguay, a copy of which has been sent you, which has put the Canadian officers located there out of business and sent them to their own territory. You are aware of the fact that this officer became so offensive that he interfered with American officers in the discharge of their official duties, opened United States customs mail, dominated over the railway officials, discriminated in the order of shipment in favor of Canadian merchandise against that shipped from Seattle, established a Canadian quarantine at Skaguay, collected moneys and performed other acts of British sovereignty in a port of the United States, such as hoisting with bravado the cross of St. George from the flagstaff of his custom house. I have sent the concern, bag, baggage, flag and other paraphernalia flying out of the country.

"You may fear the shadow of international complications and rescind this order, but a Reed, an Olney or a Blaine would not."

Underground Railroad.

Unquestionably the most stupendous work ever undertaken in New York is what is popularly known as the underground railroad. Everybody in New York knows something about it. But few have any accurate conception of the magnitude of the enterprise; fewer have any idea of the system necessary in its construction. The equipment and handling of a great army of invasion are minimized when compared with this work which, when in operation, will carry a passenger from the Battery to One Hundred and Fifty-seventh street in seventeen minutes.

Nearly everybody knows that the contract calls for the expenditure of

\$35,000,000. How many people know that this sum is for the tunnel, stations, and rails alone? How many people know that after this enormous sum has been paid another enormous amount is to be expended for the equipment of the road? How many people know that as yet nothing has been done in the work of building the engines or the cars? How many know that the great power house, the greatest in the world, is to be paid for by still another sum? And that this power house is to be built at the foot of Fifty-ninth street, near North River? And that the machinery alone in this power house will cost \$2,000,000? Impressive as is the work already done, how many of the thousands who have looked down into the rock-blasted excavations, and at the miles of iron and steel already placed, know that up to the present time, November 1, more than \$9,700,000 have been paid out by the commissioners and contractors?

To continue interrogatively, how many know that the work as a whole is under the supervision of two bodies—the commissioners who plan and compute all the minutiae of the work, and the contractor and his assistants who receive their plans and details and then make their contracts with sub-contractors? And that each sub-contractor in turn sub-lets to others? Under Chief Contractor McDonald there are, within his immediate supervision, seventeen sub-contractors. Under George S. Rice, assistant chief engineer of the board of rapid transit railroad commissioners, are 200 expert engineers, graduates from Harvard, Yale, Columbia, and Cornell, and from schools of engineering in New York and other cities.

Returning for a moment to the question of cost it should be remembered that the sum stated is for the line under construction on Manhattan Island. It does not include the cost of the work which is to be done from the city hall to the Battery, and the tunnel under East River to Brooklyn. Time was when the proposal to tunnel the river alone was regarded as the work of a generation; the money necessary, millions. Now it is only a fraction of the great underground system.

The distance to be traversed by the Manhattan line will be equal to about twenty-five miles. Between the city hall and One Hundred and Fifty-seventh street there will be stations for express trains at Fourteenth, Forty-second, Seventy-sixth, and Ninety-sixth streets. These stations are about

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one and one-half miles apart. Express trains will run at a speed of fifty miles an hour. Local trains at a speed of thirty-five miles an hour. Local stations will be distant from each other one-quarter of a mile.

Few persons, aside from interested parties, are aware that, extending north from the armory at Thirty-fourth street and Fourth avenue to the Grand Central station, there will be a double tunnel, each twenty-five feet in width. This double tunnel is supported by natural rock, and in this respect represents a bit of engineering economy which only engineers can appreciate. There will be two lines of track in each of these tunnels as far as the Grand Central station. The platforms at all stations will be 200 feet long, the width varying.

Quite contrary to repeated statements in the daily newspapers, not a single section on the main line, or the Lenox avenue line of the system is yet complete. In several places along both lines the blasting has been finished; the steel braces or standards put in; in some cases the arched ceilings of vitrified brick are completed, and a few bits of glazed walls have been put up. From Houston street to Bleecker street, a distance equal to nearly four hundred feet, is the first nearly-completed section of the work. The laying of the rails, and another coat of whitewash on the walls and ceiling will finish this section. Work was begun on this stretch fifteen months ago.

The station at Fifty-ninth street, or the circle, as it is most generally known, is approaching completion, and will be opened to public view very soon.

The engineering department of the work has solved the problem of proper ventilation in a great tunnel. This has come after considerable attention, and at great cost. The plan calls for a peculiar make of asbestos paper and layers of asphalt between, all fastened upon the stone. Thus the tunnel will be enveloped, rendering it absolutely proof against dampness, insuring healthy ventilation, without the aid

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