

question who is to determine what he needs? Is he to do it himself? The Senator from Utah [Mr. SUTHERLAND] rather takes the position that he is; that in an assemblage of gentlemen, the minute a gentleman says, "I need four clerks, or five clerks, or six clerks," they should be given to him. I do not think we can run the Senate on that basis.

Mr. BRYAN. Mr. President, I withdraw my objection and move to strike out the words "Committee on Transportation Routes to the Seaboard" and insert "senior Senator from North Dakota [Mr. McCUMBER]," so that the resolution will read:

Resolved, That the senior Senator from North Dakota [Mr. McCUMBER] be authorized to employ an additional clerk at the salary of \$100 per month for two months, the same to be paid out of the contingent fund of the Senate.

Mr. McCUMBER. Mr. President, when I asked the courtesy of the Senator from Indiana to yield to me, I assumed that there would be no discussion whatever of the resolution, and therefore I imposed upon his generosity. I simply wish to say now that I will not ask for the present consideration of the resolution and accept an amendment that is based upon a mere caprice, to meet the views of some one, without reference to its purpose. If the Senate wishes to vote upon the subject later, it can do so.

BIRTHDAY OF ABRAHAM LINCOLN.

Mr. KERN. Mr. President, on October 1, 1902, at Lincoln City, Ind., there was dedicated a monument just then placed at the grave of Abraham Lincoln's mother. On that occasion the governor of Indiana was present and 10,000 people, including the school children and veterans of the Civil War for miles around. At the dedication Gen. John C. Black, of Illinois, delivered an oration, a short one, but a beautiful piece of composition, which, I think, should be preserved through the medium of the CONGRESSIONAL RECORD. Standing by the grave of Abraham Lincoln's mother, Gen. Black said:

A great throng is here to-day who have come to testify their affection for Nancy Hanks Lincoln, and who have singled out this one woman for this unusual honor. Well might her simple spirit, if recalled to this scene, bid us leave her slumber unbroken, and her ashes return again to the urn of oblivion. Well may all inquire why, after these many years, this stately concourse? Why the recall of these aged companions? Why this muster of these heroic veterans? Why these honored women? Why should the great State itself turn back through the loftiest century of time, to stand in the person of its governor and officials, in splendid ceremony about a wilderness grave? And with solemn voice we answer, "That justice may be done; that wrong may be righted; that truth, eternal as the reign of God, may be established." We come, O woman and mother, here to build our memorial to thee! Thine earthly garments were damp with the dews of the wilderness! Thy feet were torn by the thorns of the pathway! Thine eyes were dimmed by the tears of thy travails! But in thine arms thou didst bear, and at thy bosom thou didst nourish the babe of thy sacrifice, the child of thy toil—him the master of his time—the beloved of centuries to be—the servant of justice and the liberator of the oppressed. And so, for thine own sake and for thy child's sake, we are here to do this fitting honor. I have often wondered whether this pair, Thomas and Nancy, fled from the fate of slavery, with conscious knowledge of its baleful power, or whether their flight was simply from conditions not understood, but not the less intolerable. But be that as it may, "He rose and took the young child and his mother and departed thither."

Here in Indiana they rested. Here in Indiana she gave that child, in the simple cabin now gone to ruin, his first lessons. Here, in his father's presence, she sowed the seeds of truth and justice, afterwards to mature a mighty harvest. Here she stood and pointed upward, little comprehending, if at all, the future that awaited. We can not say she did not see anything of that future. What mother who bends over an American babe was ever wholly blind to the possibilities? Duller, indeed, than any mother must she have been not to have known that her cabin-born child had not equal advantages with the child of the plantation. Less than a mother would she have been had she not rebelled at the distinction and sought to obviate it. But, in any event, here she came, and having placed his feet on freedom's soil she yielded her blameless life back to the grave. And this is all her story—a short and simple annal of the poor.

But the years passed on. The Nation was in the throes of a great war for its prolonged existence. At its head was the child of this woman and over against him the child of the plantation. The struggle was to decide, as the chieftain said, whether a nation dedicated to liberty could live or whether a government "of the people, for the people, and by the people" should perish from the earth. Was the leader equal to the task? Could he save the Nation for righteousness and liberty? Whence was his training, and who had laid the moral foundations on which he should stand in this awful struggle? We see the son bowed by a weight of cares such as has rarely fallen on human shoulders. He wielded the power and enjoyed the affection of a great people. Armies moved at his command and navies obeyed his orders. Disasters, recurring, filled the earth with loudest clamors against him. Calumny belied him and hate spied upon his every act. But ever, louder and louder, sounded the bugles of advancing victory. In the midst of this vast strife, in the stress of public trials and the pain of personal woes, we hear the worn and weary President, matchless orator, great civic leader, emancipator, patriot—he whose lips spoke down rebellion and liberty to the stars—we hear him declare: "All I am or may be I owe to my sainted mother." High testimony this, and most exalted witness.

And at last the great war drew to its triumphant close. Its mightiest actor, too, approached his end. Behold him surrounded by his friends and advisers. He is telling of all that he hopes for the land of his love. On him, so speaking, fell the melancholy which he had inherited from his mother, and he tells of the dream, which, often recurring, had always been a harbinger of some great, grave event. Before victory or before disaster had that dream come to him—"A shadowy ship bears

me rapidly toward a shadowy shore." I sometimes fancy that on the dark barge of the President's dream there waited for him, standing midst the dense throng of his dead guards and statesmen who had sailed before, and who had returned to meet him, this woman, this wilderness queen, this tallest and stateliest of them all—this mother whom to-day we honor. The world beyond has its own mysteries. So to the living they will ever continue. And so we leave them—one here in Indiana, two in Illinois, in the grasp of the Union, their lives preserved—we leave them, son and father and mother, in equal honor and in eternal peace.

Mr. President, this being the anniversary of the birth of Abraham Lincoln, I move, out of respect to his memory, that the Senate do now adjourn.

The motion was unanimously agreed to; and (at 12 o'clock and 55 minutes p. m.) the Senate adjourned until Monday, February 14, 1916, at 12 o'clock meridian.

HOUSE OF REPRESENTATIVES.

SATURDAY, February 12, 1916.

The House met at 12 o'clock noon.

The Chaplain, Rev. Henry N. Couden, D. D., offered the following prayer:

Infinite Spirit, our heavenly Father, above all, through all, and in us all, ever working in and through Thy children for the advancement of Thy plans and purposes, we thank Thee that great men, great thoughts, great deeds live not only in the pages of history, in monuments of bronze and granite, but in the light of advancing civilization that posterity will honor itself in honoring its great men in song and story.

To-day our heart turns to one of the world's greatest men and would pour itself out in gratitude to Thee for the life, words, and deeds of Abraham Lincoln, an apostle of liberty and the preserver of our beloved Union. A martyr to the cause he cherished, may his example be an inspiration to American patriotism, American liberty, American principles. O better that a million men should die than that one hallowed principle should perish. A patriot, a statesman, a philanthropist, a Christian, "Long may his memory live and longer yet his deeds inspire our free-born sons with patriot fire." Thou, too, "Sail on, O Ship of State! Sail on, O Union, strong and great!" And songs of praises we will ever give to Thee, God of the ages, whose glory shines through the good and the true and poured itself out in love on the hill of Calvary that we might have life and that we might have it more abundantly. Amen.

The Journal of the proceedings of yesterday was read and approved.

EXTENSION OF REMARKS IN THE RECORD.

MR. HILL. Mr. Speaker—

THE SPEAKER. For what purpose does the gentleman from Connecticut rise?

MR. HILL. Mr. Speaker, I desire to ask unanimous consent to print in the RECORD a letter, which I hold in my hand, which is an actual inventory of the productive capacity of the United States in dyestuffs, taken last week by a committee of 29 national associations.

THE SPEAKER. The gentleman from Connecticut asks unanimous consent to extend his remarks in the RECORD on the subject described.

MR. FITZGERALD. Is the information accurate?

MR. HILL. It is believed to be accurate, and the names of the parties—

THE SPEAKER. Is there objection? [After a pause.] The Chair hears none.

MR. MOORE of Pennsylvania. Mr. Speaker, I ask to have the same privilege to extend my remarks in the RECORD on the same subject.

THE SPEAKER. The gentleman from Pennsylvania [Mr. Moore] asks unanimous consent to extend his remarks on the same subject as the gentleman from Connecticut. Is there objection? [After a pause.] The Chair hears none.

CHANGE OF REFERENCE.

MR. OAKLEY. Mr. Speaker—

THE SPEAKER. For what purpose does the gentleman from Connecticut rise?

MR. OAKLEY. To ask a change of reference.

THE SPEAKER. What kind of a bill is it?

MR. OAKLEY. It is a bill (H. R. 439) for a post office and purchase of site, which is now referred to the Committee on the Post Office and Post Roads, and I would like to have it changed to the Committee on Public Buildings and Grounds.

THE SPEAKER. Without objection, the change of reference is made. [After a pause.] The Chair hears none.

EXTENSION OF REMARKS.

Mr. KENT. Mr. Speaker, I desire to ask unanimous consent to extend my remarks in the RECORD by placing therein an article which I wrote on the peace situation.

The SPEAKER. The gentleman from California asks unanimous consent to extend his remarks in the RECORD by inserting an article he wrote on the peace situation. Is there objection? [After a pause.] The Chair hears none.

Mr. CALDWELL. Mr. Speaker, I desire to ask unanimous consent to extend my remarks in the RECORD on the subject of military affairs. I am a member of that committee, and it will only be a short matter.

The SPEAKER. The gentleman from New York [Mr. CALDWELL] asks unanimous consent to extend his remarks in the RECORD on the military situation. Is there objection? [After a pause.] The Chair hears none.

CHANGE OF REFERENCE.

Mr. MARTIN. Mr. Speaker, I ask unanimous consent to have the Committee on Naval Affairs discharged from the further consideration of the bill H. R. 9045, and that the same be referred to the Committee on the Public Lands.

The SPEAKER. What bill is it?

Mr. MARTIN. This is a bill to authorize the Secretary of the Navy to certify to the Secretary of the Interior for restoration to the public domain lands in the State of Louisiana not needed for naval purposes. I will state, Mr. Speaker, that the bill was submitted to the chairman of the Committee on Naval Affairs, who examined the same and stated that he had no objection to the change of reference being made.

The SPEAKER. Without objection, the change of reference will be made—

Mr. FITZGERALD. What is it?

The SPEAKER. From the Committee on Naval Affairs to the Public Lands Committee. [After a pause.] The Chair hears none. I wish all gentlemen, when they desire to try to get a change of reference, would see the Speaker in advance, so he will know what it is.

MESSAGE FROM THE SENATE.

A message from the Senate, by Mr. Waldorf, one of its clerks, announced that the Senate had passed bill of the following title, in which the concurrence of the House was requested:

S. 3391. An act to amend an act entitled "An act for the relief of Indians occupying railroad lands in Arizona, New Mexico, or California," approved March 4, 1913.

ABRAHAM LINCOLN.

The SPEAKER. Under the special order the gentleman from Missouri [Mr. RUSSELL] will read President Lincoln's Gettysburg address.

Mr. RUSSELL of Missouri, from the Clerk's desk, read Lincoln's Gettysburg Address, delivered at the dedication of the cemetery at Gettysburg November 19, 1863, as follows:

"Four score and seven years ago our fathers brought forth on this continent a new Nation, conceived in liberty and dedicated to the proposition that all men are created equal.

"Now we are engaged in a great civil war, testing whether that Nation, or any nation so conceived and so dedicated, can long endure. We are met on a great battle field of that war. We have come to dedicate a portion of that field as a final resting place for those who here gave their lives that that Nation might live. It is altogether fitting and proper that we should do this.

"But, in a larger sense, we can not dedicate, we can not consecrate, we can not hallow this ground. The brave men, living and dead, who struggled here have consecrated it far above our poor power to add or detract. The world will little note nor long remember what we say here, but it can never forget what they did here. It is for us, the living, rather to be dedicated here to the unfinished work which they who fought here have thus far so nobly advanced. It is rather for us to be here dedicated to the great task remaining before us—that from these honored dead we take increased devotion to that cause for which they gave the last full measure of devotion; that we here highly resolve that these dead shall not have died in vain; that this Nation under God shall have a new birth of freedom; and that government of the people, by the people, for the people shall not perish from the earth."

[Prolonged applause.]

The SPEAKER. Under the special order the gentleman from Illinois [Mr. WHEELER] has 20 minutes in which to address the House. [Applause.]

Mr. WHEELER. Mr. Speaker, "If we could first know where we are, and whither we are tending, we could better judge what to do and how to do it."

If Abraham Lincoln were living to-day and occupied the same position he once occupied on the floor of this House, he no doubt would find ample occasion for uttering those same words which were included in an address delivered by him before the Illinois convention in 1858.

To me there is in the annals of liberty no greater day than February 12, 1809. On that day Abraham Lincoln was brought into the world. And on this, the one hundred and seventh anniversary of his birth, I, as a Representative chosen by the good people of the congressional district wherein he lived, consider it not only a duty but an honor to be able at this time and in this place to join in the grateful acknowledgments of a Republic to which he "gave the last full measure of devotion."

We can not honor, but we can show that we still cherish his memory by adding our tributes to that wealth of veneration and gratitude which the world this day extends to the savior of the Union and the emancipator of a race.

To all who have had the pleasure of such a rich investment of their time as to study the character and works of Abraham Lincoln, his ever-towering greatness appears more apparent. The choicest literature by master minds has been inspired by the life of Lincoln, and he would indeed be a bold man who would deem himself capable of presenting anything original as to his character and his acts.

The mellow temperament of this backwoods boy of Kentucky, enriched by the hardships of humble birth, poverty, and toil, has made his life a veritable garden for research.

As a rail splitter, as a lawyer, as a politician, as a husband and father, and, finally, as the head of a nation, his every word and deed has been subjected to the scrutiny of historians and students. And it can be truthfully said that as new generations read of his works and study Abraham Lincoln's life the more remarkable appears his character.

Therefore it is but fitting that I here repeat the words of Henry Ward Beecher, which he spoke at the death of Abraham Lincoln, when he said:

Not Springfield's, but Illinois'; not Illinois', but the Nation's; not the Nation's, but the world's, is this man.

While the name of Lincoln has most frequently been associated with the preservation of the Union and the emancipation of the slaves, I shall not dwell upon his conduct as an official, save to reveal certain principles he then expounded and which may prove very interesting at this time.

LINCOLN ADVOCATED NECESSARY PREPAREDNESS.

Lincoln subordinated all other considerations to the one great object of saving the Union. With his usual insight into human nature, he foresaw the joy with which the privileged classes in society would hail the dismemberment of the Republic.

He saw all too clearly that the western continent would become the prey of the Old World powers if the Union were not maintained "one and indivisible."

In a letter to Gov. Seymour, Lincoln said:

Shall we shrink from the necessary means to maintain our free Government which our grandfathers employed to establish it and our own fathers have already employed to maintain it? Are we degenerate? Has the manhood of our race run out?

Was not the saving of the Union the greatest act of preparedness in history?

A chorus of rejoicing among the scions of the monarchies of Europe greeted every defeat of the Federal arms, and in our darkest hours we heard but one expression from those enemies of free institutions: "The bubble Republic has burst."

This premature rejoicing was but the prelude to a well-planned program of conquest of the American people by the monarchies of the Old World.

But the preservation of the Union sounded the death knell of all such aggressive campaigns.

HIS SPIRIT ROSE SUPREME.

And during the hour of his greatest trials, when he was subjected to countless insults, indignities, and humiliation, often at the hands of those whom he had considered his supporters, and even from the members of his own official family, his spirit rose supreme. Seward, on a famous occasion, and Chase, repeatedly, were guilty of acts savoring so much of disloyalty to their chief that it is almost incomprehensible how he could have ignored them.

But he overlooked and forgave all. Not one word of personal resentment or rebuke can be found in all his writings and speeches. This fact alone has inspired countless orators and writers to proclaim his freedom from the faults and failings of ordinary humanity.

* Feeling that his mission was to save the Union, he unselfishly subordinated all other considerations to that one supreme ob-

ject. If a man appeared best adapted to a certain work, Lincoln assigned him that work and kept him on it regardless of how he himself was treated by that man.

HIS LETTERS AN INSPIRATION TO THE YOUNG.

It has been said that Franklin's autobiography is the most helpful book a young man could read to gain inspiration and aid in the struggle to make his way in this world, but without disparaging what Franklin may have said, there is in certain letters of Lincoln more valuable advice than can be found anywhere. He had known all the discouragements and rebuffs which attend the efforts of a poor young man, and could therefore speak with the voice of experience and authority.

With what sanity and charity he could advise those who, amid almost insurmountable obstacles, struggle to make their way in the world, may best be shown by a letter he wrote to William H. Herndon July 10, 1848, which was as follows:

DEAR WILLIAM: Your letter covering the newspaper slips was received last night. The subject of that letter is exceedingly painful to me, and I can not but think there is some mistake in your impression of the motives of the old men. I suppose I am now one of the old men, and I declare on my veracity, which I think is good with you, that nothing could afford me more satisfaction than to learn that you and others of my young friends at home are doing battle in the contest, and endearing themselves to the people, and taking a stand far above any I have ever been able to reach in their admiration.

I can not conceive that other old men feel differently. Of course I can not demonstrate what I say, but I was young once, and I am sure I was never ungenerously thrust back. I hardly know what to say. The way for a young man to rise is to improve himself every way he can, never suspecting that anybody wishes to hinder him. Allow me to assure you that suspicion and jealousy never did help any man in any situation. There may sometimes be ungenerous attempts to keep a young man down, and they will succeed, too, if he allows his mind to be diverted from its true channel, to brood over the attempted injury. Cast about and see if this feeling has not injured every person you have ever known to fall into it.

Now, in what I have said I am sure you will suspect nothing but sincere friendship. I would save you from a fatal error. You have been a laborious, studious young man. You are far better informed on almost all subjects than I have ever been. You can not fail in any laudable object unless you allow your mind to be improperly directed. I have somewhat the advantage of you in the world's experience, merely by being older, and it is this that induces me to advise.

TOWERED ABOVE HIS ADVERSARIES.

Another striking trait of his character is revealed by Nicolay and Hay, when, after describing the duel with Gen. Shields, they say:

Although the rest of his life was passed in hot and earnest debate, he never again descended to the level of his adversaries, who would gladly enough have resorted to unseemly wrangling. In later years it became his duty to give an official reprimand to a young officer who had been court-martialed for a quarrel with one of his associates.

The reprimand is probably the gentlest recorded in the annals of penal discourses, and it shows in few words the principles which ruled the conduct of this great and peaceable man. It has never before been published and it deserves to be written in letters of gold on the walls of every gymnasium and college:

"The advice of a father to his son, 'Beware of entrance to a quarrel, but being in, bear it that the opposed may beware of thee,' is good, but not the best. Quarrel not at all. No man resolved to make the most of himself can spare time for personal contention. Still less can he afford to take all the consequences, including the vitiation of his temper and the loss of self-control. Yield larger things to which you can show no more than equal right; and yield lesser ones, though clearly your own. Better give your path to a dog than be bitten by him in contesting for the right. Even killing the dog would not cure the bite."

Who can estimate the good which the rising generation may reap from the study and contemplation of such a noble character? The lesson of his early struggles remains an inspiration and encouragement to the youth of all climes and ages. In view of the educational advantages enjoyed by those of to-day, it is difficult to appreciate the obstacles which he met and conquered. His life is one long confirmation of the truth, that genius is a combination of untiring application and unquenchable ambition.

Possessing none of the advantages of a college education, he nevertheless towered intellectually above all the statesmen of his time. This may have been lost sight of by many owing to the fact that we have learned to dwell on his all-comprehending heart, rather than on his superb intellect.

For his heart was as tender as a woman's. [Applause.] His public and private life is one long record of acts of mercy. His inability to resist the appeal of a father or mother in behalf of a soldier boy sentenced to death for some default of duty kept him in constant trouble with his Secretary of War. But how many now bless his name for those acts of mercy! [Applause.]

LIVING TESTIMONIALS OF HIS CHARACTER.

Before concluding my remarks I should forego a great pleasure if I failed to voice the deep satisfaction of the citizens of Springfield that they are still blessed with the presence and companionship of two men who were honored by Lincoln with his deepest confidence and lasting friendship. I refer to Mr.

John W. Bunn and Dr. William Jayne. Through the conversations and reminiscences of these estimable gentlemen we are brought into direct contact with the spirit of the great emancipator, and those who visit the home of Lincoln would find it a rare and never-to-be-forgotten privilege to meet these patriarchs, who, by reason of their long and intimate acquaintance with him, can picture the man more vividly than could any printed page.

An apostle of truth, an apostle of mercy, an apostle of liberty, language is pitifully poor when we seek to describe him.

Future ages will produce great statesmen and patriots, but the "typical American" has come and gone. With ever-widening circles on the sea of time, his fame will grow. In all ages the devotees of liberty will repair to his tomb as to a shrine. [Loud applause.]

The SPEAKER. Under the special order, the gentleman from Illinois [Mr. RODENBERG] will address the House for 20 minutes. [Applause.]

Mr. RODENBERG. Mr. Speaker, fivescore and seven years ago to-day the star of destiny shone resplendent over the cradle of an infant boy who, in the years to follow, was to be acclaimed by history as one of America's grandest contributions to the world's heritage of great and noble men. On that day, in a cabin home, amid the hills of Kentucky, Abraham Lincoln was born, and on this anniversary of his birth the memory of that great and Godlike life thrills the soul of every American, giving him an inspiration of true nobility. [Applause.]

Abraham Lincoln! What a flood of mighty memories is awakened by that name. What a glorious panorama of patriotic achievement it presents to view. How it seems to fathom the very depths of duty and devotion, the innermost springs of sympathy and of sorrow. As we pronounce it reverently to-day the trials and tragedies and triumphs of the Nation's supremest struggle pass again in review before us and, rising above the stress and strife of conflict, grand and majestic, like some tall cliff "that midway leaves the storm," we behold the one great central figure of that epoch of heroism, the one never-failing beacon light of national patriotism—our Lincoln—the world's Lincoln. [Applause.]

As I attempt to-day to pay tribute to a personality so great, a character so grand, so complex, and yet so simple, I am overwhelmed with a sense of my inability to do even partial justice to his name and fame. I shall content myself, therefore, with a brief reference to a few of his great traits of character which I believe have left a profound and lasting impression upon the American mind.

Why is it that no other name in the long roll of distinguished American statesmen stirs the heart of the Nation so deeply as that of Abraham Lincoln? Orators never weary of singing his praise, and hearers never tire of listening. Books on Lincoln multiply each year, and interest in them never flags. Every trivial relic of his homely life, every scrap of his writing, every prophetic saying, every jest, every anecdote, is treasured to-day by the people and bequeathed by them "as a rich legacy unto their issue."

It is not enough to say that Lincoln was a wise and patriotic President who died a martyr to a great cause. We have had other wise and devoted Presidents, and he is not the only martyr, but there is only one Lincoln. Washington we reverence, Jackson we admire, Lincoln we love. His memory is enshrined more deeply in the heart of the Nation than that of any other man, and there is none so close as he to the source of tears and of emotion.

This can not be explained by the fact that Lincoln rose by many effort from the humblest ranks of backwoods life to the highest position in the gift of any people. It can not be accounted for by the fact that he was a noble embodiment of that splendid spirit of self-reliance that is bred of generations of lonely struggle under the shadow of the forest primeval. It is not even because he signed the great proclamation of emancipation.

These things are a part of the reason for the esteem in which we hold Lincoln, and so are his inexhaustible humor, his intense earnestness, his tireless industry, his honesty and fairness, his courage, and his steadfastness of purpose. His homely and unaffected words and ways had something to do with his popularity, and so had his sturdy common sense. But not all of these sterling traits could make a Lincoln without something additional; nor is the secret revealed by naming what is usually regarded as the crowning trait of his magnificent character—the fact that he always sought the right as God gave him to see the right, and that he devoted his life to a steadfast pursuance of it when once he was convinced he had found it. This will explain much, but it will never explain the flood of tender emotion that wells up from American hearts at mention of his incomparable name.

Mr. Speaker, I believe that the true secret of our love for Lincoln was his own love for his fellow man. [Applause.] In his ungainly, giant form there was a heart of infinite human sympathy, and this it was that illuminated all his other traits of greatness and has made the imperishable halo that lingers around his head. [Applause.] Without these he might have achieved greatness, might have become President, might have freed the slaves as a political necessity, might even have brought the war to a successful close, and have fallen a victim to an assassin's bullet, and yet we should not to-day be speaking of him as we do. It is this one supreme trait of human sympathy that carries his name out of the realm of intellect into that of emotion. [Applause.]

It was this same deep human sympathy that caused Lincoln to hate slavery and to throw all of the power of his logic and eloquence against it. It was this, too, that enabled him to hold that marvelous balance of judgment which could put the Union above all else and could hold back emancipation until the right time. He could put himself in the place of the citizen of the border States and feel that any radical move would imperil the cause of freedom itself. This note of human sympathy sounded forth in his first inaugural; it ran throughout his relations with the soldiers during the great war, and animated his last acts as it had his first. The soldiers fighting on the field and dying in the hospital thought of him, and they said to each other: "He cares! He makes us fight, but he cares"; and they fought on as they never would have fought without that warmth of feeling for the head of the Nation.

Looking at the matter from any aspect and at any period of Lincoln's life, the prime cause of his greatness and of our present reverence for him is the fact that he was human in the best and truest sense of that fine word, and this is reason enough why the Nation loves the name of Abraham Lincoln. [Applause.]

Mr. Speaker, the fast-falling shadows of the past leave few names of men not enshrouded by their gloom. Many of the heroes of to-day will be lost to sight in the dimness of the approaching twilight. To-morrow's sun will lighten up new shrines surrounded by tireless hosts of hero worshipers. As we look toward the past, earth's greatest heroes seem in strangest company—Christ and the condemned men, the missionary and the cannibal, Lincoln and the despised black man—there they stand together in the crowd, on Calvary, surrounded by jeering multitudes; but to-day they are together among the immortals. [Applause.] These saviors of the race will never be forgotten. Lincoln's heart solved more problems than his brain. His very gentleness made him the great emancipator, reconciler, the composite character of the American people. Hope, which is the prophet in every heart, was king and priest besides in his. It ruled his life and consecrated his deeds. Other men turned their backs in despair on the Republic's future; he, through densest darkness, saw with prescient light and gaze the glory of the coming dawn. [Applause.]

In the city of Springfield, in beautiful Oak Ridge Cemetery, he sleeps the sleep of eternity. Many are the times that I have stood with bowed head beside that sacred tomb and thought of the great soul that once inhabited the tenement of clay now moldering into the dust from whence it came. And standing there in the presence of the mighty dead, my faith in humanity has been strengthened and my confidence in the perpetuity of the Republic and its glorious destiny has been made secure. [Applause.]

History tells us that when Robert Bruce, King of Scotland, was dying he asked that his heart be removed from his body and borne by knightly hands to the sacred sepulcher of the Savior. Upon his death the Earl of Douglas, his trusted friend and companion, removed the heart from the body, placed it in a beautiful golden casket, and, surrounding himself with a number of brave young Scotch warriors, they set out on their holy mission. On the way they were attacked by a large body of Moors, who almost overcame them by force of superior numbers. When defeat seemed almost certain, Douglas took in his hand the sacred casket and hurled it far out into the midst of the enemy, shouting:

Lead on, heart of Bruce,
We follow thee!

And the knights of Scotland, never having been defeated when following the leadership of Bruce, took new courage. They rushed upon the enemy with the fury of the whirlwind and gained the day. [Applause.]

To-day when those who, unmindful of the spirit that animated the founders of this Republic, would fan the flames of racial fury and kindle into life the dying embers of bigotry and intolerance; when those who, for base and ignoble purposes of self-exploitation, would place the brand of treason upon the brows of

men whose loyalty and devotion in the darkest days of the Nation's life were never questioned—to-day, when the enemies of that broader and better fraternalism, which lies at the very foundation of national peace and national unity, are advancing upon us, the true and loyal citizens of this Republic, of whatever creed or ancestry, catching the inspiration that breathes upon them from the glorious memories of the past, with true American patriotism will take in their hand the great heart of Abraham Lincoln, incase it in their love, and hurl it far out into the midst of the enemy, shouting:

Lead on, heart of Lincoln,
We follow thee;
We follow thee!

[Prolonged applause.]

Mr. SCHALL. Mr. Speaker, I ask the indulgence of the House for five minutes.

The SPEAKER. The gentleman from Minnesota [Mr. SCHALL] asks unanimous consent to proceed for five minutes. Is there objection?

There was no objection.

Mr. SCHALL. Mr. Speaker, as I listened to the eloquent eulogies given by the gentlemen from Illinois I was stirred and impelled to ask the privilege to contribute my mite to the memory of the greatest American, whom—

Nature of stuff untainted shaped a hero new,
Strong, steadfast in the faith of God, and true.

Upon the anniversary of his birth we, for a moment, turn our grateful thoughts back and renew, through his character, our devotion to a noble land. [Applause.] On April 14, 1865, fell by an assassin's bullet the ideal of American patriotism; the man who for four long years stood between the Nation and her foes; he who knew not whether the morrow's sun would rise on a Union of free men or on the shattered fragments of a once glorious Union; he who drove rebellion from the land and gave the Nation under God a new birth. At a time when men were blinded by passion and prejudice; when brother was pitted against brother and father against son; when ties of friendship, home, and family were broken as a thread; when all was confused, discordant, and unnatural, he was—

Constant as the northern star,
Of whose true-fixed and resting quality
There is no fellow in the firmament.

[Applause.]

The skies are covered by innumerable stars, and each doth glow, but there is but one that holds his place.

He was offered up, a sacrifice to freedom, and by his death the Nation was bound again in union—the boys of the blue, who fought his battles, and the boys of the gray, who respected their conqueror. The fame which gilds the name of Washington is no more enduring than that which loving hearts yield him who, at the cost of his own life, became the savior of his country. [Applause.]

Years have passed. Generations have come and gone, and still the name of Lincoln is a household word. "Age can not wither it, nor custom stale its infinite variety," its human interest. Upon youth will fall the snows of life's coming winters. Furrows will cross their brows, and hearts beat slow near the verge of the grave, but the inspiration of that devoted life will stand a beacon light to those who come, as it did to those who lived and fought with him the battles of the Union. [Applause.]

POST OFFICE APPROPRIATIONS.

On motion of Mr. MOON, the House resolved itself into the Committee of the Whole House on the state of the Union for the further consideration of the Post Office appropriation bill, H. R. 10484, with Mr. RAINY in the chair.

Mr. STEENERSON. I yield 35 minutes to the gentleman from North Carolina [Mr. BRITT], a member of the committee.

The CHAIRMAN. The gentleman from North Carolina is recognized for 35 minutes.

Mr. BRITT. Mr. Chairman, I shall occupy a few minutes of the time of the committee in submitting some observations on the pending bill, which I intend to support when it comes to a vote in the House. I call attention to page 3 of the Postmaster General's annual report for the fiscal year 1915.

But before making these comments let me say that they are not made for the purpose of indulging in partisan criticism of either the Postmaster General, his subordinates, or the Post Office Department. They are made for the purpose of calling attention to a few facts and conditions in which it seems to me not only this committee but this House and the whole country are interested.

The post-office establishment is the largest single civil governmental agency in the world. It employs more than 300,000 men and women in its administration. It concerns the home

life of every man, woman, and child in the United States. It is that special department of government in which all the people are vitally concerned.

As for the present Postmaster General and his assistants, let me say, in order that my words may not be misinterpreted, that I have received from them at all times the most courteous consideration, and therefore my remarks are not biased by any personal pique or resentment.

A great deal has been said about the annual surpluses and deficits in the postal treasury for the past 10 or 15 years. It is a subject in which we are all interested, about which there has been much vain show, and concerning which there have been many unfounded claims.

I think it unwise and highly impolitic for the Post Office Department, whether conducted by Republicans or Democrats, to lay its chief stress upon the red lines of the postal ledgers at the end of the fiscal year, or to boast of a few thousand saved as in favor of one administration against another. I think it is time that everybody should understand that, whatever party controls, the mere fact of a slight balance in favor of the incumbent administration is not the question that most concerns the public. Efficiency should go far above the mere question of showing a slightly favorable balance.

Of course there should not be a dollar wasted or a penny recklessly spent, and, under wise laws and sound administrations, the postal establishment will usually be self-supporting; but whether the income is a few millions above or below, the expenditure is not the prime question, and the sooner our postal officials get rid of this policy of a surplus at the cost of efficiency the better it will be for the American people. They ought to learn and practice the maxim that the best economy is wise spending.

The average American is intensely interested that his letters shall be received with promptness, carried with dispatch, and delivered with certainty; nor is he primarily concerned as to the political beliefs of the particular public servant who performs the task.

From the report of the Postmaster General it appears that for the fiscal year 1911 there was a surplus of \$219,000; for the fiscal year 1912, a deficit of \$1,785,000; for the fiscal year 1913, a surplus of \$4,510,000; for the fiscal year 1914, a surplus of \$4,376,000; but for the fiscal year 1915, a deficit of \$11,337,000 is shown. I have omitted the terminal figures that I might not weary you with details.

There has been much unseemly discussion between the present and the last postal administration as to whether the audited balances were, in fact, the real balances. It ought readily to appear that no other balance or deficit can be shown by the exhibit at the end of the fiscal year except that which is shown by the difference between the audited receipts and expenditures of the Post Office Department. There are, and from the very nature of the service must be, a large number of continuing and unclosed accounts which can not be balanced at the end of the year, which can not even be closed within the next quarter, but which must await the expiration of a considerable period of time before any true exhibit can be shown. This part of the department's business can not be properly shown at the end of the fiscal year as either a deficit or a surplus. It is, therefore, true, gentlemen of the committee, that the only balance which can be shown under either a Republican or a Democratic administration at the end of the fiscal year is the audited surplus, or the audited deficit, and the figures must be correct in each case, and it follows that there is no real point to the advantage of either, or any particular credit, in claiming that a system which has been followed from the beginning of the Government does not show relatively the condition of the postal finances, this being all that can be certainly known, no human understanding being able to forecast exactly what a prospective service will cost or what the final balance will be.

It is proper that I should say here that there are other items which should be taken into account, which have not been brought into these balances by any administration at any time. If we are going in for exact fiscal balances in the Post Office Department, we ought to go to the public buildings of the United States which are used in whole or in part by the service and charge to the department that part of the building space, of the lighting, heating, and janitorial service, and every other item of expense incurred for the service. If we desire to show an exact balance, we should put these items in our exhibit of receipts and expenditures.

Not only that, gentlemen, but the immense amount of free mail which is carried and delivered by the service, without any credit whatever, should be taken into account.

I hold in my hand an extract from an address delivered by me at Atlantic City, N. J., on the 5th day of September, 1912, which I will ask leave to print in the Record as a part of my remarks, in which I discuss the various aspects of the free-mail privilege, and show by figures, approximately correct, that nearly \$20,000,000 annually is lost to the Post Office Department by carrying the various classes of free mail, all of which should be taken into account if it is the purpose of the department to show the exact balance at a given time.

I have mentioned these facts that you may see that there are items which have not been brought into these exhibits by any administration which should be brought in if we intend to show an absolutely correct postal balance. Until that time we are left to the inference, which is a reasonable one, that, whether the figures are made by the one administration or the other, they are correct, and no deduction of bad administration can rightly be made from them without the risk of an injustice to the one or the other or to both.

I insist that we ought to change the method of showing the carriage of our free mail. The service of all the executive, legislative, and judicial departments, as well as the various independent establishments of the Government, should be permitted, as they now are, to conduct their business free of postage charge, but there ought to be, I insist, some system by which an account could be kept of what the income to the Government would be in case all these various establishments were required to place postage stamps on their mail matter, and this ought to be given as a credit to the postal establishment, and made to appear in its annual statement; that is, if we are going to undertake to show exactly what the true balance is. The issuance for that purpose of free postage stamps, or of envelopes with stamps impressed, to be accounted for by the public official using them, would be a simple solution of the problem.

A good deal has been said, and probably much more will be said, upon the floor of this House as to the provision of the pending bill, which changes the basis of pay of the railway companies carrying the United States mail. Unlike my distinguished friend from Tennessee Mr. Moon, I have seen no powerful railroad lobby. So far as I know, the railroads have done nothing but honestly and earnestly presented their case. I know this to be an important question. We who are members of the Postal Committee know with what intense interest, with what high intelligence, and with what honest purpose it was discussed before the committee; how deeply it has concerned both the Post Office Department and the railroad companies, each represented by persons of very high intelligence, and, I am sure, inspired by rightful purposes.

The question which concerns me at this moment, and which I am sure concerns every Member of this House, is that we shall do exact justice to the people at large, on the one hand, and, on the other hand, to that portion of the people comprised in these corporate bodies—the railroads of the United States. So far as I know, so far as I have heard, and so far as I believe, there is no member of the Postal Committee, no Member of this House, who would knowingly do the slightest injury to the railway transportation companies of the country, to whom we must, by custom and of necessity, commit the carriage of the mails of the United States. Let me add a word to what my distinguished friend from Illinois Mr. MADDEN said yesterday. It is a question with which everyone should deal in the utmost frankness, with the most open candor. The railroads should be dealt with just as any other citizen of the United States, whether individual or corporate, is dealt with. They are entitled to that, and they are entitled to no more. They should ask for no more, and no less should be given them. I have no more respect for the man who wants to injure the railroads because they chance to be, in some instances, large aggregations of capital than I have for the representative of the railroads who, because of their great strength and importance, seeks for them an advantage over the plain, every-day citizen of the country. This Congress is big enough to do them justice; they are big enough to be content with justice. We owe them, gentlemen of the committee, just what we owe everybody, to deal with them openly, candidly, and honestly.

It was asked yesterday by the distinguished gentleman from Connecticut [Mr. HILL] whether this bill provided for ample protection for the railroads in the matter of review of rates by the Interstate Commerce Commission. I call the attention of the committee to line 2, page 49, of the bill, where the following language occurs:

For the purpose of such investigations the Interstate Commerce Commission shall have all powers which it is now authorized to exercise in the investigation of the reasonableness of rates, and the Post-

master General shall supply such information regarding the mail service as may be requested by the Interstate Commerce Commission.

It seems to me that the language could not be more explicit, that the power could not be more plenary. It gives every right of inquiry; it gives every power of review; it leaves nothing which this great commission, a commission clothed with legislative, executive, and judicial powers, would need in order to do justice both to the people and to the railroads. And if we have fixed an honest rate, and we believe we have, then we have done justice to the railroads, but if we have made a mistake we have provided that the commission may review our rates, and, upon proper facts, shall pay to the railroads at any future time the pay to which they are entitled. If I could be brought to believe that this bill would not do that I should not vote for it. We were told that this review was what was desired, but we were also told that Congress should yield all power to the Interstate Commerce Commission, but as representatives of the people we did not feel that all power should be yielded, but that provision should be made for the correction of any possible mistake that we might make.

I do not think a wiser provision could have been made in the bill for the protection of the rights of all the parties in interest. Every fact was weighed with the utmost care, weighed without prejudice toward any, and if it is found that the committee has erred against the railroads, I, for one, will be willing to hasten to correct the mistake.

There is one other part of the bill to which I desire to direct attention, and that is the provision for the payment of the star and rural route service of the country. All the people are vitally interested in this part of the bill. I want to say here that the people of the rural sections, those who are served by the star routes and the rural routes, are not receiving their proportionate part of the benefits of the Postal Service relatively to what is done for the people of the cities and towns. I have no complaint to make of the fact that in the city of New York the people's mail is delivered at their doors nine times a day. I am proud that in my own city of Ashville it is delivered two or three times a day, but I am not satisfied that so many portions of the country are still without delivery more than once a week, and in many instances not even that often. What I ask is not so much a change of the law, but a change of the rule of construction, the law of interpretation. Let me illustrate. Some years ago, under the last administration, it was my duty as an Assistant Postmaster General to construe the law awarding the second-class mail privilege to newspapers and magazines. I found upon my induction into office a hard-and-fast rule which had been in existence for many years, mainly under the administration of my own party, by which whenever an application was made for the second-class mail privilege by a newspaper or a magazine, or a request was made to continue it, the rule of construction was to see if the bureau could not so construe and interpret the law as to deny the privilege.

I proceeded to reverse the rule of construction, and immediately turned it about, and gave direction that, since the Congress had made this law, had given this privilege to the newspapers and magazines, some 30,000 in number, it evidently intended them to have it. Therefore there was an order of instruction issued that if they could, under the terms of the statute, accord the privilege, always to give it and never to withhold it. The result was that the docket was cleared of hundreds of cases almost summarily, because they were not generally founded upon merit. Peace was brought about between the Post Office Department and the newspapers and periodicals of the country, and justice was done to the small ones as well as the large ones in so far as related to the classification of their mail matter. I ask to-day, and I say it with perfect respect to every postal official—as I believe them to be high-minded men, not intending to deny anyone his rights under the law—that I want them to change the rule of interpretation, and when the people of a community ask for a rural route or a star route not to resolve the facts against their petition, but to give them a liberal rule of construction, and resolve the facts, if possible, in favor of their petition. They are entitled to it. [Applause.] But, gentlemen, I go further; not only ought they to resolve the rule in favor of the petitioner and give him his mail, if reasonably possible, but they ought affirmatively, on their own motion, to go and survey the route and give it to the people, because this Congress, in voting these great appropriations for that purpose, intended that the people shall have the benefit of the mail in the rural and star route sections of the country. Let us see if that is what we now mean. Let us inquire whether it is any less than what we mean.

Gentlemen, if a complaint comes here from one of our cities we are sensitively responsive to that complaint. It comes from the center of intelligence and wealth, from the midst of the newspapers, and we respond quickly to the demand; and I ask that we shall go out into the rural sections, among the timid masses, yet a most respectable and deserving class, and affirmatively, on our own motion, have the agents of the Government, through the Post Office Department, inquire whether this community is not, under the law, entitled to a star route or a rural route, and that every representation of the petition and investigation should be taken into account, not for the purpose of keeping the star route or the rural route from being allowed, but with the determined purpose, if possible, of giving it to the people of the country.

Mr. BLACK. Will the gentleman yield?

Mr. BRITT. I shall be delighted.

Mr. BLACK. Is it not true that the policy of the Postmaster General has recently been changed in reference to rural routes, and that he does not now require a petition to be filed with his department?

Mr. BRITT. As to the petition, that is true. One more word on that line, gentlemen. As was disclosed by the gentleman from Wyoming [Mr. MONDELL], long distances and a sparsely settled country ask for a star route. It is not a paying proposition. It can not pay; we know that, and therefore it is easy to make the bond too big. There is no difficulty in ruling against the proposition, but I trust I shall not be misunderstood. I do not mean to say that this was done with partiality. That is not my purpose, but I am addressing myself to the rule, and I believe the rule is administered honestly, and that Mr. MONDELL or myself would get as much as you gentlemen of the majority would get, and I do not wish it to be understood that I am making a partisan criticism in order to get to strike the Post Office Department. Far from it.

Mr. SMITH of Idaho. Will the gentleman yield?

Mr. BRITT. Certainly.

Mr. SMITH of Idaho. Is it not a fact under this administration that many star routes have been abandoned because of the expense of carrying the mail, some of which had been in existence for 30 years? These people are certainly entitled to mail facilities. They are aiding in settling up the country.

Mr. BRITT. It is a fact that quite a number have been abandoned. A word more on that line and I am through. We ought to bring into this House a bill to relieve this situation.

Mr. MOON. Will the gentleman permit an interruption at that point?

Mr. BRITT. Certainly.

Mr. MOON. I understood the gentleman to say in reply to the gentleman from Idaho that a great number of star routes had been abandoned.

Mr. BRITT. Not a great number, but a number.

Mr. MOON. Was that for the purpose of increasing the rural routes in order to take the place of them?

Mr. BRITT. In some instances; yes.

Mr. SMITH of Idaho. If the gentleman will permit, there are many routes in the intermountain States which have been abandoned because of the expense of carrying the mail, which routes had been in existence for 25 and 30 years, and the people have not had their mail brought to them; on the contrary, some of them have to go 30 miles to a post office.

Mr. BRITT. And often with no mail service at all.

Mr. SMITH of Idaho. No mail service at all in many instances, except as stated.

Mr. MOON. I do not know personally about this, but I think the department differs with the gentleman about that.

Mr. BRITT. I only mention the case of Mr. MONDELL's district because I chance to have heard the facts in that particular instance. I have no doubt there are similar conditions elsewhere, as I know there are in my district, while in the cities, if I may call the beautiful towns in my district such, the service is all they are entitled to, and we there have no ground of complaint, and we do not make any, but when men make a day's journey to me, a long day's trip, through the mud to intercede with me to try to make provision if I can, either by law or through the department, for the mail to go to them at least once a week, in a splendid farming section of the country, among people that I know to be as patriotic as any in this country, my interests are enlisted and I should not be worthy to represent them if I did not feel interested.

Mr. SMITH of Idaho. Will the gentleman permit another interruption?

Mr. BRITT. Certainly.

Mr. SMITH of Idaho. Does not the gentleman think the Government would save a great deal of money in contracting for star-route service if it adhered to the contract, especially

In regard to the length of time? Is it not a fact that the Government contracts with carriers for a four-year term, and very frequently arbitrarily disregards the terms of the contract and asks a readvertisement, and especially in the event they have made some mistake in classification of the mail on star routes, or in the event they want to change the route? In some instances the contract is abrogated after a few months and the service readvertized regardless of the fact that the contractor has gone to the expense of equipping himself with wagons, horses, and so forth, to perform the service by reason of which he stands to lose several thousand dollars.

Mr. BRITT. I understand that to be the case in some instances.

Mr. SMITH of Idaho. One reason why these contractors bid so high is because of the fact that there is a provision in the contract that the contract can be severed by the Government on 30 days' notice, and they have to anticipate the possible severance of the contract in making their bid.

Mr. MOON. You speak of that condition in Idaho?

Mr. SMITH of Idaho. And possibly elsewhere; but I know of three cases in Idaho, one where they arbitrarily changed the route, and another where they made a change in the classification of the mail and made an advertisement, and a new bidder came and bid a few dollars less and got the contract, and the new contractor, who had only carried the mail for six months, lost \$3,000 in equipment.

Mr. MOON. But you still have the mail service?

Mr. SMITH of Idaho. Yes; but the new contractor is now trying to throw it up.

Mr. MOON. Do you recollect how many rural routes have been added in the 12 months. I am asking that question of the gentleman from North Carolina [Mr. BRITT].

Mr. BRITT. I do not have the exact figures, but I know that a number have been added. The number is stated in the Postmaster General's report.

Mr. MOON. There are several thousand more than we have had before.

Mr. BRITT. I want to say in regard to the pending bill that I think it is upon the whole a very good bill. I shall support it, but I think we should bring into this House a measure which will provide that the rule of construction which I have described shall be changed, so that all the facts and circumstances shall be resolved in favor of the application and not against it, except where they are very strong, so that the people of the country shall have the full benefits of the mail. Their well-being, gentlemen, depends upon it. The education and training of their children is involved in it. Much of their happiness depends upon it. It is a matter of great concern to them. I yield to no man in this House or upon this committee in his willingness to cooperate with the Post Office Department. I refuse to criticize it in any unjust or improper way. It is my duty to aid it, and I am willing to do so. I think the Postmaster General and his assistants and this committee should cooperatively and sympathetically work together. This great establishment is too large for any one person to know all the facts and circumstances concerning it, and the committee and the department and this House ought to sympathetically and without partisan purpose look into every important condition in relation to the service and see wherein we can improve it and in how many more places we can carry the mail to the door of the plain man of the country who does not to-day receive it.

I am not saying that the service in this particular is worse than it has been under former administrations. I am not presenting these facts and urging these propositions in order to compare one administration with another unfavorably. I am urging it as an actual necessity, from personal knowledge, and I believe that the great interest the Postal Committee feels in the subject and this House feels in it will result, through the cooperation of the Post Office Department, in such a fair and equitable distribution of the mail facilities as will leave no man with a well-founded ground of complaint that he is not receiving the equal benefits of the service at all times. [Applause.]

Mr. KEARNS. Mr. Chairman, does the gentleman believe the Government's plan of advertising for carriers over the star routes the proper method?

Mr. BRITT. No; I do not.

Mr. KEARNS. Do you believe that it is beneficial to the system at all that often the bidders will lower their bids in order to get the contract, and in that way fail to maintain the proper equipment for carrying the mail?

Mr. BRITT. No. The final letting of the contract and the establishment of the service ought not to be determined on the question of a few dollars' difference between the bid and

the proposed award, but the department ought to inquire into it and see if it is not possible to give that community a reasonable service.

Mr. KEARNS. May I ask the gentleman a further question, please?

Mr. BRITT. Certainly.

Mr. KEARNS. Do you not believe that the rural patrons of our mails are entitled to the same service that the city is?

Mr. BRITT. The same service relatively to their peculiar situation? I certainly do.

Mr. KEARNS. Is there any more reason for advertising for a rural star-route carrier than there is for advertising for a city carrier?

Mr. BRITT. Well, the conditions are not exactly the same. The Post Office Department ought to exercise the right to get the best service it can get, and it ought not to be too narrowly circumscribed by law as to the exercise of its discretion in getting it. But in the end the question is whether that judgment is so exercised as to give the service to which the people are entitled under the law.

Mr. KEARNS. In advertising under the bid system, do you not believe that the bids are often so low that the service suffers?

Mr. BRITT. That is oftentimes true, to my knowledge.

Mr. SMITH of Idaho. Is it not true also that the lowest bidder must be given the contract under the law?

Mr. BRITT. That is the rule, but the Postmaster General has the right to reject all bids.

The CHAIRMAN. The time of the gentleman has expired.

Mr. BRITT. Mr. Chairman, I submit herewith a part of an address delivered by me before the Fifteenth Annual Convention of the National Association of Postmasters of the First Class at Atlantic City, N. J., September 5, 1912:

THE FREE-MAIL PRIVILEGE.

Mr. President, in treating a public question, particularly in an expository or critical way, it is necessary to understand clearly not only the subject matter but also the particular terminology, the source of responsible authority, and the scope of practical application.

By "free mail" is meant matter received, transported, and delivered by the Postal Establishment free of charge to the sender.

It may be appropriately divided into three classes—namely, congressional frank mail, official penalty mail, and personal free mail.

By congressional frank mail is meant all letters, speeches, public documents, and other matter which may be lawfully mailed free of postage by the Vice President, Senators, Representatives, Delegates, and Resident Philippine Commissioners, and public documents mailed without postage by the Secretary of the Senate and the Clerk of the House of Representatives.

Official penalty mail embraces matter mailed postage free by the officers of the executive, judicial, and independent establishments of the Government.

Personal free mail is matter which Congress has authorized private persons, either in consideration of valuable public service or in pursuance of an established public policy, to send through the mails free of postage.

While the terms "frank mail" and "free mail" are, in a general sense, synonymous, nevertheless the former is by usage specially applied to legislative free mail because of the requirement that the Senator or Representative shall write his name, or "frank," on the envelope, while official free mail is called "penalty mail" for the reason that there is entered on the envelope the penalty prescribed by law for its improper use.

CONGRESSIONAL FRANK MAIL.

Matter which may be mailed under the congressional frank is as follows:

1. Mail to any Government official, or to any person, including correspondence not exceeding 4 ounces in weight, on official or departmental business, sent by the Vice President of the United States, Senators, Representatives, Delegates, and Resident Philippine Commissioners. The free-correspondence privilege commences with the date of election of Senators, Representatives, Delegates, and Resident Philippine Commissioners, and extends, with the free document and other privileges, to the 1st day of December following the expiration of their terms, while the free-mailing privilege for seeds continues for a period of nine months from the expiration of their terms. (Act of Apr. 28, 1904, 33 Stat. L., p. 441; P. L. and R., sec. 509.)

2. The CONGRESSIONAL RECORD, or any part of it, or speeches or reports contained in it. (Act of Mar. 3, 1875, 18 Stat. L., p. 343; 1 Supp., p. 70; P. L. and R., sec. 507.)

3. Public documents printed by order of Congress. (Act of Jan. 12, 1895, 28 Stat. L., p. 622; 2 Supp., p. 562; P. L. and R., sec. 506.)

4. Seeds received for distribution from the Department of Agriculture. (Act of Mar. 5, 1875, 18 Stat. L., p. 343; 1 Supp., p. 70; P. L. and R., sec. 508.)

5. Public documents mailed by the Secretary of the Senate and the Clerk of the House of Representatives. (Act of Jan. 12, 1895, 28 Stat. L., 622; P. L. and R., sec. 506.)

Senators, Representatives, Delegates, and Resident Philippine Commissioners are furnished with a limited number of the documents printed by order of Congress, and they must pay for printing all copies ordered in excess of such quotas, while the envelopes for mailing them, with the congressional frank appropriately entered, are furnished to them free at public expense.

OFFICIAL PENALTY MAIL.

Officers of the executive and judicial departments of the Government, including the various independent governmental establishments, have the free-mail privilege for—

1. Letters, packages, or other matter relating exclusively to the business of the Government of the United States. (Act of Mar. 3, 1877, 19 Stat. L., p. 335; 1 Supp., p. 135; P. L. and R., sec. 512.)

2. Official mail sent from the Smithsonian Institution. (Act of Mar. 3, 1879, 20 Stat. L., p. 362; P. L. and R., sec. 512.)

3. Mail of the National Home for Disabled Volunteer Soldiers. (Act of Aug. 15, 1894, 28 Stat. L., p. 412; 2 Supp., p. 257; P. L. and R., sec. 512.)

4. Official mail of the Bureau of American Republics. (Act of Feb. 20, 1897, 29 Stat. L., p. 590; 2 Supp., p. 558; P. L. and R., sec. 512.)

5. Official correspondence of the Superintendent of Public Documents. (Act of Jan. 12, 1895, 28 Stat. L., p. 611; 2 Supp., p. 352; P. L. and R., sec. 512.)

6. Official correspondence of the Joint Committee on Printing relating to the Congressional Directory. (Act of Jan. 12, 1895, 28 Stat. L., p. 617; 2 Supp., p. 357; P. L. and R., sec. 512.)

PERSONAL FREE MAIL.

The privileges of personal free mail are—

1. Newspapers and periodicals of the second class, when mailed to subscribers residing in the county where printed and published, except when addressed for delivery at a letter-carrier office. (Act of Mar. 3, 1879, 20 Stat. L., p. 361; 1 Supp., p. 249; P. L. and R., sec. 452.)

2. Annual reports and bulletins of experiment stations of State agricultural colleges established under the provisions of the Morrill Act of July 2, 1862. (Act of Mar. 2, 1887, 24 Stat. L., p. 441, 1 Supp., p. 551; P. L. and R., secs. 516-517.)

3. Magazines, periodicals, and other regularly issued publications in raised characters, whether hand prepared or printed, for the use of the blind, containing no advertisements and for which no subscription price is charged. (Act of Aug. 24, 1912.)

4. All books, pamphlets, and other reading matter in raised characters for the use of the blind, in single volumes not exceeding 10 pounds in weight, or in packages not exceeding 4 pounds in weight, and containing no advertising matter, when sent by public institutions for the blind, or by public libraries, as a loan to blind readers, or when returned to such institutions or public libraries. (Act of Apr. 27, 1904; 33 Stat. L., p. 313; P. L. and R., sec. 518.)

5. Registered letters of any person, firm, or corporation, containing fractional or other currency of the United States sent to the Treasury for redemption, free of registration, but not free of postage. (Act of June 8, 1872, 17 Stat. L., p. 307.)

6. Pension vouchers mailed for return by Federal pensioners. (Act of May 26, 1908, 35 Stat. L., p. 420; P. L. and R., sec. 512.)

7. Seeds, cuttings, bulbs, roots, and scions sent by mail are chargeable at the rate of 1 cent for each two ounces, or part of two ounces, a reduction of 50 per cent on the rate for other fourth-class matter, 1 cent for each ounce, or fraction of an ounce. (Act of July 24, 1888, 25 Stat. L., p. 347.)

8. Mail relating to the census, addressed by any person to the Census Office or to any census official. (Act of July 2, 1909, 36 Stat. L., p. 10; P. L. and R., sec. 513.)

9. The replies of all persons from or through whom official information is desired, covering such information only. (Act of July 5, 1884, 23 Stat. L., p. 158; 1 Supp., p. 468; P. L. and R., sec. 512.)

10. Mail sent under the autograph signature of Mrs. Lucretia Rudolph Garfield, widow of the late President James A. Garfield, and all mail sent by post to her. (Act of Dec. 20, 1881, 22 Stat. L., p. 1.)

11. Mail sent under the written autograph signature of Mrs. Mary Lord Harrison, widow of the late President Benjamin Harrison. (Act of Feb. 1, 1909, 35 Stat. L., p. 591.)

12. Mail sent under the written autograph signature of Mrs. Frances Folsom Cleveland, widow of the late President Grover Cleveland. (Act of Feb. 1, 1909, 35 Stat. L., p. 591.)

Having now pointed out the several classes of free mail matter, and the laws authorizing them, together with their various scopes and limitations, I shall next proceed to ascertain the extent to which they are used by those entitled to their benefits.

There is no provision for recording the number of pieces of either free or paid mail matter carried and delivered daily by the Post Office Establishment, but a fair estimate may be made by extending the results of the official weighing and counting of the year 1907. While free mail is not all first-class matter, nevertheless it is closed to inspection and is given extraordinary treatment in handling and delivery and may be regarded as first-class matter in reckoning the postage properly chargeable, and I shall accordingly so treat it.

It is estimated that during the fiscal year 1912 the postal establishment received, transported, and delivered 310,437,878 pieces of legislative and official free mail, but there is no data for estimating the number of pieces of personal free mail.

Its aggregate weight was 61,415,335 pounds.

It comprised 3.8 per cent of the total domestic mail of the United States.

The cost per pound for handling, transportation, and delivery was 10.12 cents.

The aggregate cost to the service was \$6,214,239.55.

The cost per capita to every man, woman, and child was 6 cents.

The postage chargeable at the first-class rate was \$19,649,630.04, an average amount per capita of 20.4 cents.

There were 4,321,266 free official registrations, on which the regular fee is 10 cents, amounting to \$432,126.60.

There were transported and delivered 373,633,544 pieces of free-in-county newspapers and periodicals, aggregating 58,017,631 pounds, on which the postage at 1 cent a pound would be \$580,176.31.

The total loss to the postal revenues on free legislative and official mail, free registrations, and free newspapers and periodicals, to say nothing of other personal free mail, was, therefore, estimated at \$20,661,932.95, or, in round numbers, \$20,500,000, for which the Post Office Department received no credit whatever.

Mr. STEENERSON. Mr. Chairman, I yield to the gentleman from Pennsylvania [Mr. LAFEAN].

Mr. LAFEAN. Mr. Chairman, on January 19, 1916, I introduced a bill, H. R. 9414, as follows:

A bill (H. R. 9414) to grant certain holidays to postal employees.

Be it enacted, etc., That letter carriers employed in the Rural Delivery Service and letter carriers employed in the City Delivery Service and clerks in first and second class post offices and Railway Mail Service shall be granted the benefit of the following holidays: New Year's Day (Jan. 1), Washington's Birthday (Feb. 22), Decoration Day (May 30), Independence Day (July 4), the first Monday in September, known as Labor Day, and such other days as the President of the United States or the governors of their respective States may set apart as fast or thanksgiving days, or that may be specially designated as holidays by

proclamation of the governors or by the statutes of the States in which their offices are located.

SEC. 2. That should the needs of the service require the employment on holidays of letter carriers employed in the Rural Delivery Service or letter carriers employed in the City Delivery Service or clerks in first and second class post offices, such employees shall be allowed a full day as compensatory time on one of the six week days following the holiday upon which such service is performed.

Mr. Chairman, this bill, as will be observed, grants benefit for services rendered on the following holidays: New Year's Day, January 1; Washington's Birthday, February 22; Decoration Day, May 30; Independence Day, July 4; Labor Day, the first Monday in September.

It also provides for such other days as the President of the United States or the governors of their respective States may set apart as those given days, and to provide compensatory time on one of six week days following the holidays on which such service was performed.

The committee in its wisdom changed the compensatory time as one day of the 30 days following such holidays.

In glancing through the Postal Laws and Regulations I find that on the question of opening of post offices on holidays that section 284 reads as follows:

Postmasters may observe as holidays: New Year's Day (Jan. 1); Washington's Birthday (Feb. 22); Decoration Day (May 30); Independence Day (July 4); the first Monday in September, known as Labor Day; Christmas (Dec. 25); and such other days as the President of the United States or the governors of their respective States may set apart as fast or thanksgiving days or that may be specially designated as holidays by proclamation of the governors or by the statutes of the States in which their offices are located.

2. When a legal holiday falls on Sunday the following Monday may be observed, unless otherwise specially provided by proper authority.

3. Post offices shall be kept open on holidays a sufficient length of time to meet the public convenience. Mails shall be made up and dispatched as on other days.

Further on I note that section 735, on the same subject of holidays, contains the following provision:

Service shall not be required on rural delivery routes on New Year's Day, Washington's Birthday, Memorial or Decoration Day (May 30), Fourth of July, Labor Day (the first Monday in September), or on such day as the President may set apart as Thanksgiving Day. Service is required on Christmas Day.

2. When a holiday on which service is not required falls on Sunday the following Monday shall be observed, unless otherwise specially provided.

According to custom in different communities, the question of opening post offices on holidays has been guided largely by public opinion. If the desire of the public was for a general observance of certain holidays and all business was suspended on those days, the postmasters observed section 284 of the Postal Laws and Regulations and closed their offices and gave the employees the benefit of the holiday. If the postmaster in any city knew there was a demand for the delivery of mail on holidays, he took advantage of the discretion contained in section 284 and gave the public such facilities as in his judgment the occasion required. The section above referred to is a sensible one, as Post Office Department officials are not expected to know the customs of the people in different localities and they depend entirely on the judgment of postmasters in giving a satisfactory service to the public in the offices over which they preside.

In many large post offices throughout the country such holidays as Washington's Birthday, Memorial Day, Independence Day, Labor Day, and Thanksgiving Day have been observed by the closing of post offices and the suspension of deliveries of mail on those days. No complaint had been made by the public, and postmasters felt that they were justified in giving the benefit of the holidays to the employees to be observed by them with the same freedom as other citizens in these communities. The observance of holidays by the public is becoming more general, and our business houses and factories and mills and industrial plants where large numbers of men and women are employed are beginning, during the summer months, to close down business on Saturday afternoons in order to give the employees the benefit of an extra half day for rest each week.

President Wilson issued the usual proclamation setting aside Thursday, November 25, 1915, as a day of thanksgiving and prayer, and calling for a suspension of business in all departments of the Government and also for a general observance of the day by all citizens in the country. Many postmasters had consulted with the business people through the local boards of trade and chambers of commerce and other business men's associations and had also tested public sentiment by announcing in the press that their offices would be closed on Thanksgiving Day if there was no protest from the public or demand for a delivery of mail on that day. In cities where these announcements were made they seemed to meet with general approval, and postmasters had printed signs placed in conspicuous parts of the post offices and also made announcement in the press

that Thanksgiving Day would be observed and postal facilities suspended. Announcements were also made to the employees in order that they might make such preparations as they deemed best to enjoy the holiday with their families. In large post offices, where bulletins of postal information are published, these announcements were printed for the information of the employees and they were looking forward to the benefit of the holiday.

On Saturday, November 20, 1915, an order was printed in the Daily Bulletin of Orders Affecting the Postal Service, of which the following is a copy:

HOLIDAY SERVICE BY LETTER CARRIERS.

OFFICE OF FIRST ASSISTANT POSTMASTER GENERAL,
Washington, November 19, 1915.

As the primary function of the Postal Establishment is service to the public, it is believed that even though the suspension of delivery service on the holidays enumerated in section 284 of the Postal Laws and Regulations might be justified by the sentiment of a majority of the business patrons, service should not be entirely suspended, as other patrons are entitled to equal consideration in the delivery of mail. The numerous complaints received by the department from patrons on account of the complete suspension of mail delivery and collection on such holidays prompted the department to invite the opinions of a number of representative postmasters, and their reports show clearly that at least one delivery over the entire territory should be made in addition to the prompt handling of special delivery matter and perishable parcels. Collection service necessary to avoid complaint on account of delays in dispatch should also be given.

Postmasters will therefore act accordingly hereafter in the matter of service to be given by letter carriers on holidays.

DANIEL C. ROPER,
First Assistant Postmaster General.

This bulletin was not mailed from the department in Washington until the evening of November 20, 1915, and they did not reach many post offices until a day or two prior to Thanksgiving Day, and postmasters were forced to issue hurried orders canceling their previous announcements and stating that the post offices would be open and delivery of mails made in the regular manner. The order came as a shock to postmasters and employees, as there had been no complaint from the public, and, in fact, when letter carriers were making their rounds on Thanksgiving Day they were asked by the citizens why they were not enjoying the holiday which they had been led to believe the employees were to have the benefit of.

It has been stated that the reasons why this order was issued was the personal pique of a Post Office Department official against a postmaster who had earned the good will of the public and the sympathy and cooperation of the employees, and in order to embarrass the postmaster, who had announced that his office would be closed on Thanksgiving Day, that this official induced the Postmaster General to issue the general order of November 19. If this be true, it is a practical demonstration of the untold harm that can be done by placing extraordinary power in the hands of officials whose acts can be guided more by their personal prejudices and whims than a desire to benefit the public service. This act follows out a policy of the present administrative officers of the Post Office Department in their effort to repeal every law on the statute books of benefit to the employees, and of their further efforts to nullify many of these laws by the issuance of arbitrary orders.

On November 20, 1915, the same date that the order was issued compelling postal employees to work on Thanksgiving Day, the publicity bureau of the Post Office Department sent out a news item to the press containing the statement that the department was "expecting another record-breaking rush of Christmas mail and had issued instructions to postmasters for its quick and effective dispatch and delivery"; that the instructions contained orders to postmasters that "vehicles are to be employed only when the number of heavy and bulky parcels or the area to be covered is such that it is not economical to use a substitute on foot. In some places push carts, bicycles, and motor vehicles with baskets may be used to advantage. When the volume of mail is too great for these means, horse-drawn vehicles driven by the carriers or substitutes should be employed. At the larger city-delivery offices the carrier force and delivery equipment should be specially organized for the effective performance of the task which will be imposed upon the service. This should be done in such a way as to admit of expansion from day to day, as the growing business demands. Last year, through intelligent direction and the enthusiastic cooperation of all connected with the Postal Service, the department successfully handled the largest quantity of holiday mail in its history. This year the volume will greatly exceed anything heretofore known, and it is confidently believed that the same spirit will animate the force and that all mail received will be delivered before the close of Christmas day."

The prophecy of the department, that the mail would be delivered before the close of Christmas day, was fulfilled—if the report emanating from the publicity bureau of the Post Office

Department, under date of December 28, 1915, contains correct information to the public.

What reason the department had to expect that the rank and file of the employees would be animated by a desire to enthusiastically cooperate with them in this extraordinary emergency is hard for any intelligent mind to conceive. The department officials have ruthlessly dismissed from the service and forced the resignations of a large number of employees whose sole offense was that they had become superannuated on account of age and its infirmities. Hundreds of other employees had their salaries reduced through a so-called readjustment and standardization of the service, and the Postmaster General had recommended to Congress a repeal of the eight-hour law, a repeal of the law that grants a day of rest each week to the employees, and recommended a reduction in the hourly pay of the substitute employees, who do not make sufficient wage to meet their living expenses. If such recommendations could inspire confidence in any class of workingmen, then human nature must have undergone a wonderful change under the present administration of the Post Office Department.

While I am on this subject of the order which deprived postal employees from the benefit of holidays, I might state that this order will effectively deprive the post-office clerks and letter carriers from holding their annual State conventions which have been held on holidays and were attended by the employees in post offices throughout the States. At these gatherings the employees were addressed by postmasters and the subjects discussed were problems affecting the Postal Service. In the smaller post offices throughout the country and in the outlying districts of the larger offices letter carriers will be required to work a full eight hours on holidays, as in the great majority of instances the districts are so arranged that but one delivery of mail can be made within eight hours.

It might also be well to draw attention to the fact that an Executive order is issued each year that grants a half holiday on Saturdays to Government employees. The first of these orders which was issued by President Roosevelt restricted the Saturday half holidays to certain specified employees. Under date of June 8, 1909, President Taft issued a more general order, a copy of which reads as follows:

EXECUTIVE ORDER.

It is hereby ordered that on Saturdays during July, August, and September, until further notice, four hours, exclusive of time for luncheon, shall constitute a day's work for all employees in the Federal public service, wherever employed; and all departmental or other orders in conflict with this order are hereby revoked, except as to the naval stations named in the Executive order of April 4, 1908.

Wm. H. TAFT.

THE WHITE HOUSE, June 8, 1909.

It was found that under this order postal employees would be benefited thereby, and under date of June 25, 1909, President Taft issued a second order, which reads as follows:

EXECUTIVE ORDER.

The following order will supersede that of June 8, 1909, as to hours of labor on Saturday during the months mentioned.

It is hereby ordered that during the months of July, August, and September of each year, until further notice, four hours, exclusive of time for luncheon, shall constitute a day's work on Saturdays for all clerks and other employees of the Federal Government, wherever employed; and all Executive or other orders in conflict herewith, except the Executive order of April 4, 1909, relating to certain naval stations, are hereby revoked.

Provided, however, That this order shall not apply to any bureau or office of the Government, or to any of the clerks or other employees thereof, that may for special public reasons be excepted therefrom by the head of the department having supervision or control of such bureau or office, or where the same would be inconsistent with the provisions of existing law.

Wm. H. TAFT.

THE WHITE HOUSE, June 25, 1909. (No. 1096.)

You will note the provision which is added to this second order and which was inserted in order to keep postal employees working on Saturday afternoons during the summer months when all Government employees were enjoying a half holiday.

I might also draw attention to the fact that the Government departments in Washington were not only closed on Christmas and New Year's Days, but the employees were granted an extra half holiday on the days preceding Christmas and New Year's in order that they might enjoy the advantages of the true holiday spirit. No complaint whatever is made for this small privilege which has been granted to the employees, but it does not seem fair that "extra" special privileges should be enjoyed by high-salaried officials of the Post Office Department, whose duties are not overexacting and who seem to devote considerable of their time in formulating rules and regulations that will tax every ounce of energy and exact a maximum speed for every minute of every hour from the hardest-worked and poorest-paid employees in the service whom they, unfortunately, are in temporary control of.

I trust that the Congress will take notice of what I consider is a grave injustice that has been done the rank and file of the postal employees of this country and that the provision inserted in the Post Office appropriation bill naming the holidays that are observed as such and giving the benefit of these days to the employees, and in the event of an employee being required to work on a holiday to grant him compensatory time in the way of a full day during the 30 days following the holiday upon which service is required. [Applause.]

Mr. MOON. Mr. Chairman, I yield 20 minutes to the gentleman from Michigan [Mr. BEAKES]. [Applause.]

Mr. BEAKES. Mr. Chairman, the Post Office appropriation bill, which is presented to you by a unanimous committee, after much deliberation and after more extended hearings than has been usual with the committee in the past few years, contains considerable legislation which is greatly needed for the betterment of the Postal Service. It does not contain all the legislation that is needed, but it contains all that the committee could agree upon, and there will be other legislation undoubtedly presented to you by the committee in separate bills. There is need of more postal legislation this year than usual, because of the failure of the appropriation bill to pass last year, owing to the shortness of the session and the fact that the Senate did not take up the bill until near the closing hours of the session. Considerable of the legislation found in the appropriation bill this year was passed by the House last year and also met with the approval of the Senate. The Post Office Department is the biggest business in which the Government engages. It comes nearest to the people. It is an expanding business, and the postal receipts for the coming year promise to be far the largest in the history of the country. If we would not hamper it, if we would encourage this expansion, if we would improve the service, we must alter some of the legislation which hampers its development. It can not find its fullest development unless the laws which govern it keep pace with its growth and are from time to time improved. As I said, we had no legislation last year, so that at this time we must put into the bill at least two years of legislation, and even then I do not believe that we will have done all that we ought to have done for the good of the Post Office Department.

Much of the legislation in this bill is important, but none is more important than the sections relating to paying the railroads for the transportation of the mail. The railroads have had for several years a committee on railway mail pay, and this committee has been conducting a vigorous campaign against any legislation which would alter the cumbersome, unscientific, and unsatisfactory method of payment in vogue since 1873, except such alterations which while not changing the system would give the railroads more money and relieve them of part of the service now rendered. Every argument of the best brains the railroads could command has been made on their side of the case, and they have never succeeded in convincing any commission or any committee of Congress that they were right in their contentions. The surprising thing to me is that they should have been able to keep the railroads a unit against this legislation, which I believe will make a much fairer division among the roads of the money paid for mail transportation, and which will prove beneficial to those roads which have been underpaid for carrying the mails. The only explanation of this that occurs to me is that the individual railroads have not made a study of this matter for themselves and have taken the word of their committee, and that the only literature on the subject which the most of them have studied is the voluminous and catchy literature which their committee on railway mail pay has furnished them. Finding their own effort unsuccessful, they have induced a few chambers of commerce, which have made no study of the subject, to write the Members of this House protesting against this legislation. Let me say, Mr. Chairman, that this is not hastily considered legislation. The subject has been studied by four commissions of Congress and \$145,719.74 has been spent by the Government in investigating it. I submit that no chamber of commerce, without a scintilla of the evidence thus adduced or even a knowledge that the subject has been thus investigated, is competent to express an opinion upon it. Besides the voluminous hearings before these commissions, the committees of this House have had hearings on the subject, and it is a singular thing that practically all of the men whose official duty it has been to investigate the subject have arrived at the conclusion that the system for which the railroads stand is neither fair to the Government nor to the individual railroads.

The Hubbard Commission appointed by President Grant in 1876, after a two years' investigation reached the conclusion that the railroads should be paid for space and that upon this basis they should be paid the cost and a fair profit thereon. In 1883, pursuant to an act of Congress, Postmaster General

Gresham appointed a commission, which, after a six months' investigation, recommended a system based on space, weight, and speed, the weight being used simply as a factor to determine the amount of space to be used. In 1898 a congressional commission, known as the Wolcott-Loud Commission, was appointed, which reported that, in their opinion, the amount paid the railroads was not excessive. Mr. Loud, of this commission, said:

Space, in my opinion, should be the basis of pay, and I reach this conclusion from the fact, which must be apparent to everyone who has made a careful study of the question, that space is the principal and therefore should be the controlling factor.

But this commission did not recommend space because, as they said, of "the impossibility with the evidence before the commission of applying the space basis of payment." And Mr. Loud, in his opinion, said that "a proper investigation in this direction was not pursued." In 1907 Postmaster General Cortelyou began an investigation, which was not finished until in 1911, under Postmaster General Hitchcock, and which resulted in a recommendation by the Post Office Department of the space basis by Postmaster General Hitchcock. Gen. Burleson has since strongly recommended the space basis.

In 1912 a joint commission of the Senate and House was appointed, known since as the Bourne Commission, and after two years of investigation, and 12 volumes of hearings, they unanimously reported in favor of the space basis. The Post Office Committee of the Sixty-third Congress recommended the space basis, and this House by a nearly unanimous vote approved that basis. Your committee in this Congress, after again hearing the railroads, have again reported for the space basis.

In the last Congress I made a speech designed to show from the testimony before the Bourne Commission that the railroads had no system of cost accounting by which they could tell whether there was a profit or loss to them in carrying the mails. In their hearings before the committee this year they acknowledged this to be so. The difficulty is that there is no agreement among the roads as to how much of the fixed charges, the overhead expenses, shall be borne by the freight or passenger service, and how the passenger-service expenses shall be divided between passengers, express, and mail. I illustrated this in my speech of two years ago with the example of one road which had a mail contract yielding them \$467,522.26 in 1912, on which, by using eight different methods of figuring used by the roads, the results varied from a profit of \$48,117.78 to a loss of \$289,147.84, the figuring being done by the railroad. It is entirely a question as to what proportion of the overhead expenses the mails should bear. There is no question that the roads are not out of pocket by carrying the mails. That they themselves do not believe that they are is strongly evidenced by the fact that they are all anxious to secure mail contracts, and that, although there is no law at present compelling them to carry the mails, there are none of them declining to contract to carry them. And this is for the reason that the cost of maintaining their tracks, their stations, the interest on their bonds, the salaries of their officers, the pay of their trainmen, would go on just the same if they did not carry an ounce of mail. I am not arguing that the mails should not pay their just share of the overhead expenses, but I am saying that the railroads would lose money if the Government should undertake to transport the mails by automobiles or in some other manner than on the railroads. And I am of the opinion that if Congress enacts the space basis under the provisions in this bill, the railroads will receive much more next year for carrying the mails than they do this year.

What then is the real objection of the railroads to the space basis? It is that the railroads wish to hamper the development and growth of the Parcel Post System. Why do they wish this? The railroads are in partnership with the express companies—as far, at least, as their compensation for carrying express is concerned. Most of the roads divide with the express companies on a fifty-fifty basis. That is, the railroads transport the express for half the gross receipts of the express company. As the gross receipts of the express companies increase, the receipts of the railroads increase. As the express companies are forced to reduce their rates to compete with the parcel post, the revenue of the roads fall off. Now, the present weighing system hampers the development of the parcel post. In many cases the Government has to pay the railroads more than it could get the same service for if it paid the express companies for it, in which case the railroads would only get for the same transportation half what the express companies get. During two months in the year—for the holiday season—the Post Office Department is allowed by law to ship empty mail bags in the mails instead of by freight. During the last holiday season, instead of using the mails, and freight being too slow, some of these bags were shipped by express, at an average saving of 37½ cents per hundred pounds. On shipments from 21 cities the

saving was \$1,014.19 over what it would have cost to transport the same weight by mail. It must be remembered also that the railroads only got half of what the express companies received. Now, in the cases where the railroads charge the Government more than double the rates received from the express companies, you will see how the Government will lose money on its parcel-post packages.

The railroads maintain that the only proper basis for carrying the mails is weight, and at first blush this appeals to one who has not deeply studied the subject as correct, this being the way in which charges on freight are determined. But the roads are very careful to claim that the compensation for carrying a given weight of mail should be higher than a given weight of freight, because the mail is carried on passenger trains and not on freight trains. But passengers are not carried by weight; the slender little woman has to pay just as much for her ticket as the big fat man who may weigh three times as much. Passenger rates are figured by space, so many passengers in a car. Neither is the rate charged for freight entirely dependent upon weight. A railroad would charge much more for transporting a ton of feathers than they would a ton of iron, for the reason that the feathers take up more space and fewer tons can be loaded in a car. The freight on a buggy knocked down is less than a buggy shipped as set up, because it occupies less space.

As a matter of fact, however disguised, space enters into the making of freight rates by weight. But if the mails are to be carried at freight rates, the amount to be paid the railroads would be very materially reduced. It would not be fair to the railroads to so compensate them for carrying the mails—first, because the mails are moved on faster trains than freight; second, because less tons can be carried in a postal car than in a freight car; and, third, because the postal car in which mail is carried weighs much more than the freight car.

As has been stated, the expenses of carrying passengers, express, and mail are included together by the railroads, and have never been separated by them or by the Interstate Commerce Commission. Neither is there anywhere data which would enable an absolute separation of these expenses to be made. Clearly only space and not weight is considered in the making up of passenger rates, and there is no way of determining the relative cost of passengers and mail in a train carrying both passengers and mail except by a consideration of the space occupied by each. In Pullman coaches space occupied only is considered, and the same charge is made for a berth, whether it is occupied by two persons or by one. It seems by analogy that the carrying of the mails might be figured on space the same as passengers, as both are carried on the same train. The more so as the greater part of a postal car is not taken up by the mail at all, as fully 75 per cent of the car space is taken up with racks and boxes for the distribution of the mail and the necessary space for the railway mail clerks to move around in to distribute the mail.

The present law reduces the amount of compensation by weight as the weight increases. For instance, a road carrying 5,000 pounds of mail per day will receive \$171 per annum per mile of road, and a road carrying 10,000 pounds of mail per day will receive \$221.75 per annum per mile of road.

The CHAIRMAN. The time of the gentleman from Michigan has expired.

Mr. MOON. Does the gentleman desire more time?

Mr. BEAKES. Yes; I would like to have 10 minutes more.

Mr. MOON. Mr. Chairman, I yield to the gentleman 10 minutes.

The CHAIRMAN. The gentleman is recognized for 10 minutes more.

Mr. BEAKES. Now, the average daily mail load of the 60-foot railway postal cars in the United States is about 5,000 pounds. To show the absurdity of the present method of figuring let us take as an example a road running one mail train a day with one postal car. The Bourne Commission's report shows that the 60-foot steel postal car weighs about 50 tons; the railroad testimony shows that they vary in weight from 45 to 58 tons. If the road we take as an example carries the average load of mail in its one postal car—5,000 pounds—it will receive \$171 per year per mile, and for this will carry a load consisting of 50 tons of car and 2½ tons of mail, or 52½ tons. If the weight of mail doubles, it will receive \$221.75 for carrying 50 tons of car and 5 tons of mail, or 55 tons. In other words, when it draws its heavier load it will receive \$4.03 per ton carried, and when it has its lighter load it will receive \$3.02 per ton carried. Assume, for example, another road carrying 10 tons of mail a day on four postal cars. For this it would receive \$323.25 per mile per annum. If its mail increased to 20 tons, it would get \$526.25. In the first case, when hauling 210 tons, it would get \$1.54 per

ton per mile per annum, but when hauling 220 tons it would get \$2.39 per ton per mile per annum. It is hard to explain the present system of paying by weight with a decreasing payment as the weight increases. If you look up the law carefully you will see I am giving you the correct figures, although the amounts vary so largely. Take one more example, a road running two mail trains, two postal cars, and carrying 3 tons of mail a day. They would haul 103 tons a day for \$181.15 per mile a year. If the mail increases to 6 tons a day, they would then haul 106 tons for \$242.05 a mile a year. When they were hauling 103 tons they would get \$1.76 a ton, but when they were hauling 106 tons they would get \$2.28 a ton. I have tried hard to imagine a case where under the present law doubling the weight of mail a railroad carries without increasing the number of postal cars used will not result in giving the roads more for each ton they haul. I do not believe such a case exists.

The railroads can not defend a system which increases the price per ton hauled as the weight increases, and they attempt to show that they are underpaid by using the short-line railroads to haul their chestnuts out of the fire. The short-line roads will benefit by the space system. Under the present law railroads get a rental for 60-foot postal cars, but short-line roads, when the mail is light, carry the mail either in 30-foot department cars, for which they get no rental, or in locked pouches. Under this bill these roads will get compensation for the space used in distribution and by the railway mail clerks for which they now receive no compensation. They will also get the same terminal charges as the roads having a longer haul. The great mass of the testimony before this committee, while nominally aimed at the space system, really furnished the strongest argument against the unfairness and injustice done under the present thoroughly unscientific weight system.

The present bill will not cut down the amount paid the railroads unless the Interstate Commerce Commission should decide that the rates in the bill are too high. The bill provides that the Interstate Commerce Commission may raise the rates if they are found to be too low. We want to treat the railroads fairly. They are entitled to not only the cost of carrying the mails, but to a fair profit. We can not determine the cost. The railroads own up to the fact that they can not determine the cost. If an investigation by the Interstate Commerce Commission can do so, then the rate can be more fairly determined. As it is, we give them practically what they get from the passenger traffic in proportion to the space used. We pay for all space used. The system automatically takes care of increasing mails. If the Government, after buying the space, can load more economically, it can get the benefit of the more economical loading. There will no longer be three or four thousand different standards of payment and the cost per ton hauled will not be increased as the mails increase, as under the present system.

As to the misuse of the parcel post to avoid higher freight rates, the department now has the power to restrict the number of parcels to the same consignee that they will accept. But the parcel post must be encouraged and built up, its usefulness to the general public increased, and we can not allow the practical partnership existing between the railroads and the express companies to hamper and impede the development of the parcel post. [Applause.]

MESSAGE FROM THE SENATE.

The committee informally rose; and Mr. FOSTER having taken the chair as Speaker pro tempore, a message from the Senate, by Mr. Waldorf, one of its clerks, announced that the Senate had passed without amendment bill of the following title:

H. R. 9213. An act to authorize the Gary Land Co. to construct a bridge across the Grand Calumet River in the State of Indiana.

The message also announced that the Senate had disagreed to the amendments of the House of Representatives to the bill (S. 3518) granting pensions and increase of pension to certain soldiers and sailors of the Civil War and certain widows and dependent relatives of such soldiers and sailors, had asked a conference with the House on the disagreeing votes of the two Houses thereon, and had appointed Mr. JOHNSON of Maine, Mr. HUGHES, and Mr. McCUMBER as the conferees on the part of the Senate.

The message also announced that the Senate had passed without amendment the following resolution:

House concurrent resolution 16.

Resolved by the House of Representatives (the Senate concurring), That the committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 9416) making appropriations to supply urgent deficiencies in certain appropriations, are authorized to change the text of the paragraph in the bill for payment of judgments in Indian depredation claims so as to correct errors in the certified description of two of the judgments provided for therein.

The message also announced that the Vice President had appointed Mr. JONES and Mr. MARTINE of New Jersey members of the joint select committee on the part of the Senate, as provided for in the act of February 16, 1889, as amended by the act of March 2, 1895, entitled "An act to authorize and provide for the disposition of useless papers in the executive departments," for the disposition of useless papers in the Navy Department.

POST OFFICE APPROPRIATION BILL.

The committee resumed its session.

Mr. MOON. Mr. Chairman, I yield a minute to the gentleman from Missouri [Mr. HENSLEY].

The CHAIRMAN. The gentleman from Missouri [Mr. HENSLEY] is recognized.

Mr. HENSLEY. Mr. Chairman, I ask unanimous consent to extend my remarks in the RECORD by publishing a speech made by a Union soldier of my district on the life of President Lincoln.

The CHAIRMAN. Is there objection to the gentleman's request to extend his remarks in the RECORD?

There was no objection.

Mr. MOON. Mr. Chairman, is the gentleman from Minnesota [Mr. STEENERSON] ready to go on?

Mr. STEENERSON. Yes; I am ready to go on.

Mr. MOON. Just a moment, if the gentleman please. I would like to put some matter in the RECORD.

Mr. STEENERSON. Very well.

Mr. MOON. Mr. Chairman, it was stated a while ago by the gentleman from Idaho [Mr. SMITH] that the Government advertised for bids in Idaho and other far Western States a number of times, and then withdrew it and offered another one. That question was asked by Mr. STEENERSON in the hearings before our committee. The answer is:

Mr. WOOD. That is not so, Mr. STEENERSON. I might answer this along the line of my answer to your inquiry a while ago. There may be small post offices somewhere, special offices, or offices that have never had any regular mail supply and which are located many miles off the railroad; and in an effort to give those people service, and in the hope that we would get a bid at something like a reasonable rate, we have advertised for bids. Bids have come in calling for thousands of dollars, and we have not awarded the contract. Then we have readvertised in the hope that we would get a bid at a lower rate.

This is from offices paid from \$20 to \$30 a month, and the bid proposed was thousands of dollars, and, of course, it was rejected. For the information of the House I will put in the RECORD the star routes established and extended for the fiscal years 1914 and 1915, and those discontinued and curtailed. This is the statement:

Star routes established and extended.

Fiscal year.	Established.		Extended.	
	Number of routes.	Length.	Number of routes.	Length.
1914.....	452	Miles. 5,046	1,056	Miles. 1,590
1915.....	841	17,909	1,144	1,330

Star routes discontinued and curtailed.

Fiscal year.	Discontinued.		Curtailed.	
	Number of routes.	Length.	Number of routes.	Length.
1914.....	815	Miles. 8,115	930	Miles. 2,367
1915.....	907	16,613	913	1,785

NOTE.—Of the routes discontinued, 157, aggregating 1,433 miles, and 171, aggregating 1,498 miles, in 1914 and 1915, respectively, were discontinued on account of the extension of Rural Delivery Service.

While I am on the floor, in reference to the Rural Delivery Service I wish to say there has been manifested much impatience with the Post Office Department in the readjustments of these routes for the purpose of saving revenue. The department is of the opinion that it can administer this service, and not only maintain it but extend it, on \$48,500,000 per annum. In order, however, that there may be no question about that, the committee, being anxious for this extension, did not accept the estimate of the department and put in the sum of \$53,000,000 for rural routes.

Now, it is necessary, of course, when the department is readjusting the routes of the country, that Congressmen and their constituents should bear themselves with some degree of patience while the department is seeking to give to them the best

possible service that can be given. It is clear that in the introduction of the automobile into the Rural Service and the doubling of trips on a great many routes it has been demonstrated that on a vast number of routes the service can be done as quickly and as effectively as before the number of routes was doubled at no greater expense than heretofore. Of course it will be observed that in many places, in many parts of the country, where the roads are not adequate for that kind of service, the experiment will be a failure. It is in many instances yet to be determined, and the department, therefore, must not only inaugurate the first experiment, preliminary to the change, but oftentimes, when it is found it does not meet the wants of the people, it must make a second and a third experiment; and I insist that the House ought to be patient while those experiments are being made on the part of the department to give the best results for the service. They have investigated many of the complaints that have been made. Many of them are conceded to be just, and there are many places where it is conceded that this service can not be established. I have received from the Fourth Assistant Postmaster General a letter, which I ask the Clerk to read for the information of the House. I hope the Members of the House will be better satisfied, on hearing it, than they have been heretofore on the subject of rural routes.

The CHAIRMAN. Without objection, the Clerk will read.

The Clerk read as follows:

POST OFFICE DEPARTMENT,
FOURTH ASSISTANT POSTMASTER GENERAL,
Washington, February 1, 1916.

Hon. JOHN A. MOON,
House of Representatives.

MY DEAR MR. MOON: It is certain that if given time this department can eliminate every substantial objection to the new methods adopted for the collection and delivery of mail on rural routes.

Representatives of the department are now inspecting and adjusting the revised service in many localities, and will eventually cover all districts where any change has been made.

Our reports indicate that not only is the readjustment meeting with the unqualified approval of patrons who had been inconvenienced by the revision, but that we will be enabled to extend service to many who never had mail facilities, either before or after the recent revision.

The department desires to assure you, and through you any Representative in Congress, or postal patron, that wherever any alteration of rural-delivery service has occurred there will be a complete and satisfactory readjustment of the same in the immediate future, and we submit the following illustration:

About eight months ago the service was revised in the district represented by Hon. SAMUEL W. BEAKES, of Michigan, a member of the Post Office Committee, and 37 routes were discontinued, at an economy of approximately \$40,000. About 450 families were inconvenienced through this revision; that is, they were compelled to relocate their mail receptacles at points anywhere from one-fourth to one-half mile from their domicile, where the mail had been delivered before the revision. After two readjustments of the revised service, I am pleased to state that there are but 10 families in the entire district who will be put to any inconvenience in the location of their mail receptacles, and 420 families, or about 2,100 patrons, have been provided with collection and delivery service which had, before the revision and readjustment thereof, not been afforded them. All of this was accomplished at a net saving in the annual operating expense of \$27,500, which sum has been, or will be, utilized in the extension and improvement of the readjusted service in that district, or in establishing new service to not less than 5,000 families, or 25,000 patrons, at any point in the country where the department can locate the necessity for rural mail facilities.

This identical treatment will be accorded to every postal patron in any congressional district who was in anywise affected by the recent revision of the Rural Delivery Service.

Yours, very truly,

JAS. I. BLAKSLEE,
Fourth Assistant Postmaster General.

Mr. STEENERSON. Mr. Chairman, I yield 30 minutes to the gentleman from Wyoming [Mr. MONDELL].

The CHAIRMAN. The gentleman from Wyoming [Mr. MONDELL] is recognized for 30 minutes.

Mr. MONDELL. Mr. Chairman, the chairman of the Committee on the Post Office and Post Roads suggests that we bear with patience the readjustment that the department is making, or seeking to make, in the Rural Mail Service of the country. Now, I share with the chairman the belief that the officials of the department sincerely desire to give the country good service, and while I know very little about it, I am willing to take it for granted that many of the readjustments that have been made are proper and warranted and that economies can be secured without serious inconvenience to the patrons in many cases. But I fear that the Postmaster General and those under him in making these readjustments have been a little bit too much disturbed by the fact that the postal revenues have been falling off and that there has been an increasing deficit in the postal revenues. The fact is the gentlemen said so much and patted themselves on the back so vociferously the first year of the administration when, inheriting the excellent methods of a Republican administration, they actually showed a surplus, that now when the thing has swung the other way, through no fault of theirs, perhaps, they fear they will be criticized if they are not very economical.

Mr. MOON. That surplus was shown for two years instead of one.

Mr. MONDELL. That shows how far the good influence of a Republican administration goes. [Laughter.] It can even inject itself into a Democratic administration for two years.

They have no doubt been trying to do the right thing, but they have been too much disturbed by the deficit, and I have sometimes thought that they were trying to save the entire deficit of \$10,000,000 on the star routes of the mountain Commonwealth that I have the honor to represent on this floor.

Mr. CRISP. Will the gentleman permit a statement?

Mr. MONDELL. I will.

Mr. CRISP. I want to say to the gentleman that they have also operated in my district. I have had about 41 carriers let out.

Mr. MONDELL. Misery loves company. [Laughter.] I felt certain that the department was not singling me out as an example of the sort of lack of service that they can afford. I felt quite certain that we were getting quite as favorable consideration as any one. The trouble is they have been trying to economize all along the line, with the result that at least in the territory with which I am acquainted the department has not given us the service to which we are entitled. I say this without any thought of reflecting on the gentlemen of the department. They think they have been doing the right thing, but they are altogether too much impressed with the necessity, as it occurs to them, of being economical, when the fact is that all the American people ask of the Post Office Department is good service—good service as economically as good service can be had, but good service. Why, in my Mountain State we have lots of people who go 20, 30, or 40 miles for their mail. The chairman had read a letter with reference to people who had to go a quarter of a mile for mail. Why, in our country a man who only goes a quarter of a mile for his mail feels that he is living right in the post office. [Laughter.] They go 10, 20, 30, or 40 miles for mail, and when we ask for service in communities like that they begrudgingly and hesitatingly finally ask for bids; and if the bid for carrying the mail over a rough mountain road, or over a mountain pass, snowy in the winter and difficult at all times, is not as low as it would be in a good farming country with macadamized roads, they reject the bids and try it over again. Finally, after having the neighbors contribute to the carrier in one way or another so as to enable him to reduce his bid, we occasionally—just occasionally—get a new route for a service once a week.

Now, we are not asking for overmuch in the way of mail service out in that country, but we do feel that we are entitled to know we are under the flag and that we are in the domain of the Postal Service of the United States. Why, there have been routes discontinued in my State in the last two or three years that have been running for 10, 20, or 30 years, and no service has been put in operation to fully take the place of the service thus discontinued. It is a lamentable situation, which grows out of the erroneous notion on the part of officials of the Postal Department, that they must balance their accounts; that at least they must reduce as far as possible the deficit without regard to the service they render. The fact is this Post Office Committee ought to make it clear to the gentlemen of the Post Office Department—it can not be reached by law—that we expect to have all American citizens, wherever located, given fair postal facilities.

Mr. SMITH of Idaho. Will the gentleman yield?

Mr. MONDELL. Certainly.

Mr. SMITH of Idaho. Has it not always been the policy of the Federal Government, up to the advent of the present administration, to send the mail to any settlement that gave promise of building up and developing?

Mr. MONDELL. Always, under all administrations, of all parties, up to the present administration.

But, Mr. Chairman, I did not rise for the purpose of discussing this postal bill. I rose to make a few observations with regard to some recent happenings.

My mind first goes back some weeks, when a considerable number of entirely proper gentlemen of more or less prominence and considerable affluence foregathered at one of the fashionable hotels of the city, under the alluring title of the National Defense League. As we all believe in national defense, of course we were all with them in spirit. They spent several days in a perfectly beatific communion, alternately thrilling and horrifying one another with lurid tales of impending invasion, outrage, and overthrow, and again reassuring and calming one another by stout and lusty, albeit somewhat Falstaffian pronouncements of great military establishments on land and sea. Having succeeded in thoroughly convincing one another that the world had relapsed and returned to a condition of absolute barbarism and

had reverted to the conscience and the ethics of the stone age, amid mingled tears and condolences they adjourned. The next morning two of these gentlemen chanced to meet on the public street, and being still imbued with the heroic spirit of the occasion, they attempted to test immediately the question of preparedness by proceeding forthwith in good old cave-dwelling style to pummel each other's honorable and distinguished countenances. It was a perfectly lovely exhibition. It was peculiarly appropriate as the logical sequence of a meeting at which, without cracking a smile, these honorable gentlemen tolled the bells over the world's departed decency and conscience and announced a return to the most approved method of armed barbarism.

That was a sort of prologue. The first act occurred just yesterday. There was some considerable intermission, but yesterday the curtain rose on the departing form of a distinguished late Secretary of War, carrying under his arm his pet Pomeranian, the continental army. [Laughter.] In the foreground stood the President, deep in thought as to who should be selected now to carry on his programs for vast armies and armadas.

Of course, there are many different interpretations of what this all means, depending upon how you view the causes that have led up to this lovely condition of things. The little fist-cuff on the street in front of the Metropolitan Club was the logical outcome of the meeting just dismissed, and the little misunderstanding between the President and a truly distinguished member of his Cabinet and an honorable gentleman was just as logical a development of the hysteria that has been sweeping over the country the last few months, which has been discussed under the catchy title of "preparedness." The Secretary of War has been dwelling in a purely military atmosphere. It is true he came to that atmosphere, as I have always believed, a virtuous citizen; but evil communications corrupt good manners and evil influences lead away even the best of men, and so the Secretary of War came to believe that the only way to protect these shores from dangers unknown and impossible, and yet terrifying to the timid, is by setting all our boys to toting arms and drilling and building up a great military establishment in the country. And the President, on the edge of the same kind of influence, came to believe that he believed the same thing that the Secretary of War did. In fact, he recommended the Secretary's plan in his late message—continental army and all. But there is one ray of light in this occurrence; the President, far as he has gone afield, as completely as he has turned his back on everything touching military affairs that he formerly believed and preached, has not got far enough but that he still hears a faint echo of what he used to believe.

Mr. QUIN. Mr. Chairman, will the gentleman yield?

Mr. MONDELL. Yes.

Mr. QUIN. If the gentleman believed like the President does now, from the speeches he has just made in the West, that this country is in impending danger and great peril, do you not think we ought to make the necessary preparations to meet those dangers?

Mr. MONDELL. Yes. If I believed the country was in immediate danger and peril, I would call the boys out right now. I would not meet an impending danger, an imminent danger, with twenty-million-dollar battleships to be built six years from now.

Mr. QUIN. Yes; but that danger may be a continuing one.

Mr. MONDELL. Oh, yes; it may be. The President said the other day that none of us could tell what a day would bring forth, and some people applauded that. They forgot that somebody said that several thousand years ago, and it was as true then and always has been as it is now. No doubt, my friend from Texas [Mr. DAVIS], who quoted the Bible in referring to me the other day, might be able to give us the exact place in Holy Writ at which I will find that. Of course we do not know what a day will bring forth. My dear friend, we may have an invasion from Mars. A few years ago there ran through the magazines of the country the most lurid, frightful, and apparently plausible tale of overthrow that you ever read, and it was from Mars. Now, why did not we proceed forthwith to prepare against that invasion from Mars?

Mr. QUIN. Mr. Chairman, will the gentleman yield?

Mr. MONDELL. Yes.

Mr. QUIN. Understand, I felt about this matter just like you do, but since the President has told the people of all these dangers, I think we ought to prepare.

Mr. MONDELL. But the President has not told us of dangers. He has merely talked cryptically and suggestively of dangers. Whenever he has talked clearly, he has told us there were no impending dangers.

Mr. QUIN. I changed my mind about it. I believe what he said.

Mr. MONDELL. The gentleman is very easily persuaded. [Laughter.] That is all I can say about that; and the President has not told us a blooming thing, with all due deference to the President. He has taken pains to tell us that we are not in imminent danger. He simply tried to put a scare in timid folks—I never before thought my friend from Mississippi was one of that sort—by saying that he did not know what a day will bring forth. Of course he does not. I know what a few months will bring forth politically. [Laughter on the Republican side.] But we do not, any of us, know what a few days or one day will bring forth than the President. The President says the world is on fire over yonder and that sparks are flying. If that is so, why does he not call out the fire department? [Laughter.] Why is he proposing to organize some fire companies and build some fire houses next year or a few years from now? That will not save us from these sparks.

Mr. QUIN. But he is trying to organize the fire department to put that fire out when it does come to us.

Mr. MONDELL. Did you ever hear about the fellow they told about in the old jingle? I have forgotten the way it runs, but he bought a clock and he wound it every day for 40 years and at the end of 40 years found out that it was an 8-day clock and that all his time had gone for nothing. Yes; it might be well to organize against the invasion from Mars that we read about a few years ago in the magazines. Nobody thought of doing it, because we were mostly sane then. It was just about as probable as anything we have to fear to-day in the way of invasion. If the gentleman from Mississippi [Mr. QUIN] will quietly retire to some place where he is entirely free from the contaminating influences of the miasma of militarism that is spreading abroad through the land, he will realize that is true now just as he realized it was true before—well, before the President persuaded him without saying much of anything. [Laughter.] The President and the Secretary of War split on what? On what is one of the most menacing features of this entire hysteria, the continental army, the continental army that nobody expects will be a success; that most everyone has admitted would fail, because the boys would not volunteer. Back of it stands the sinister figure of conscription, the conscription that must come or they believe would come if we were to start that kind of an army when the volunteers failed to come to the standards. They are sugar-coating conscription by calling it "universal service," and they are trying to make it palatable by likening it to the Swiss system, a system under which men, surrounded by the bristling bayonets of militarism, must and do give their time to the service of their country without pay. Do you think that American youths will do anything of that kind in time of peace? If you do, you know a different class of American youth than I am acquainted with.

Mr. QUIN. Mr. Chairman, will the gentleman yield there?

Mr. MONDELL. Back of your continental army is conscription, enrollment, espionage, passports, a Federal officer standing at your shoulder wanting to know where you are going every time you get on a railroad train, compelling you to register every time you move from one part of the country to another—a system under which you will have all of the lovely conditions of repression and oppression which you have been inveighing against and condemning in every Fourth of July speech you ever made since you were old enough to make a Fourth of July speech.

Mr. QUIN. I think you are exactly right on that proposition about a continental army. Our committee has not found anybody that knows who is its parent. The President never has advocated the continental army.

Mr. MONDELL. The gentleman has forgotten that the continental army is a part of the program proposed by the President in his message to this Congress. The gentleman can make a perfectly good speech, I know, but my time is limited. I am willing for the gentleman to ask a question, but I do not wish him to excuse himself for his position in my time. [Laughter.] The gentleman has powerful influences behind him, a large part of the wealth of the Nation, the metropolitan press, and he need not worry. Why, all he has to do is to play safety first. [Applause.] You can tell them you are following your President.

Mr. QUIN. That is right.

Mr. MONDELL. He can also point to gentlemen on the opposite side who take the same view. Those of us who do not follow and hang to the coat tails of Presidents and ex-Presidents, who still think as we did years ago, it is up to us to defend the faith that is in us and give the reasons for it. We still believe that this Nation, as a free Republic, can only live, I

flourish, and retain its principles by keeping free from great military establishments. That is our view. [Applause.]

The President, I hope, sees the shadow of conscription behind the continental army, and therefore he is unwilling to insist upon it. This, I hope, means the first break in the ranks of those who have been advocating all these things so foreign to our beliefs heretofore. All these things we have preached against and prayed against since we can remember. If there was ever a time when this people could safely continue its attitude of reasonable military establishment, a time when it was its duty to keep away from all plans and propagandas of enormous military equipment and enterprises, it is to-day: To-day, when Europe is sick and weary of war; to-day, when there is not a nation in Europe but what would conclude peace under almost any terms that would not be absolutely dishonorable and humiliating; a time when the air is full of rumors of offers of separate peace to Belgium; a time when the conqueror is sick of his conquest, tired, weary, willing to rehabilitate that people without requiring indemnity or retaining a fragment of sovereignty; this very day, when every warring nation in the world is thinking and hoping and praying for peace and would make peace if honors were more nearly even. In such a time as this, in this great Republic—whose influence is still great, notwithstanding our lack of vast military establishments, as shown by the deference paid us in our negotiations with all the nations of the world—it behoves us to be calm. This day, when the proudest military nation on earth is endeavoring to adjust her warfare to our views; this day, when the mistress of the seas is seeking for conditions under which she may allow our ships to plow the seas unmolested if she can do so without giving up what she considers her strongest weapon against the foe, is a time to be self-possessed. In these days, when we are approaching the time when weary, exhausted, war-sick nations of the world shall gather around the council tables to shape the conditions of peace, this is the time, as the President said to us a year ago from this very platform, to keep cool and continue on our way as a peaceful people, refusing to be carried off our feet by the hysteria of foolish and groundless fears into support of the plans of enormous military and naval establishments which have grown out of the desire of great corporations to continue and increase their profits and the influences they have been able to exert on well-meaning but misinformed and timid people. [Applause.]

Mr. STEENERSON. Mr. Chairman, I yield 15 minutes to the gentleman from Iowa [Mr. DOWELL].

Mr. DOWELL. Mr. Chairman, this bill provides for an appropriation for the Rural Free Delivery Service in the Post Office Department in an amount sufficient to give adequate and efficient service in this department.

At the beginning of the present Congress I introduced a resolution which had for its purpose the securing of facts upon which to base legislation affecting the recent changes in the Rural Service made by the Post Office Department. The ultimate object being to correct the errors of the department in its plan for reorganization of the rural-route system.

Prior to the recent reorganization of this department, so far as I have been able to learn, there was but little or no criticism of this service, and, judging from this fact, we must conclude that there was general satisfaction among the patrons of the rural routes.

In the State of Iowa these changes made by the department have very materially crippled the service—I might say have demoralized the Rural Free Delivery Service—and the patrons of these rural routes have made many and numerous complaints because of these changes. In the district I have the honor to represent the patrons of these routes have petitioned and appealed to me for relief. Believing that these petitions would receive favorable consideration at the hands of the postal department, I have presented them, calling the attention of the department to these complaints, but as yet I have been unable to receive from the department any consideration of these petitions and protests.

My first objection to these changes by the department is because, I believe, the changes were made without proper consideration of the subject and without proper information upon which to base these changes. When these rural routes were established by Congress some years ago I am advised it was the universal rule that the proposed routes were first examined and inspected by a competent person, and the routes were fixed and based upon the facts obtained by this inspection. The recent changes were made by the department, as I am informed, without even an inspection of the routes, and, as heretofore stated, without proper knowledge and information by the department of the facts and conditions in the territory where these routes were located.

Mr. MOON. Will the gentleman advise us who informed him?
Mr. DOWELL. The people living on the routes who have received their mail.

The CHAIRMAN. Does the gentleman from Iowa yield?
Mr. DOWELL. I do not desire to yield, for I have just a few minutes of time.

The CHAIRMAN. The gentleman declines to yield.

Mr. DOWELL. Before any changes were made by the department in this system, a careful inspection should have been made, and all of the facts should have been in the hands of the department. I am firm in the belief that if this had been done that many of the changes made by the department would not have been made. In other words, I can but believe that these changes were made without many of these facts, and without a proper consideration of these facts, and that by reason thereof the patrons of these routes were not fairly treated by this change, and they have thus been deprived of a splendid service which they had been receiving for many years before the changes were made.

In the State of Iowa we have a rich black soil. Many of our roads are dirt roads, and are composed of the same black soil. The moisture and the rain which nature has provided, and which is necessary for the bounteous crops raised in this State, cause the roads at certain times to become softened and heavy and not always easy of travel. During these times some of these roads are almost, if not quite, impassable by automobiles, and are heavy and difficult of travel by horse and wagon. My contention is, and I believe it is not a subject of controversy, that in making changes and mapping out these routes consideration must be given to all these conditions, and no system will be satisfactory which does not take into account all these facts and conditions.

It may be conceded that in sections where they have all hard-surfaced roads the Rural Mail Service can be carried on practically the same in all seasons of the year and in almost all kinds of weather, and when the time comes, if it does come, that all of our roads are hard surfaced, it may be an easy matter for a clerk in the department at Washington to sit in his office and make maps and blue prints fixing the rural routes of the country, and he may be able to measure them with some assurances of reasonable accuracy.

Every man of experience knows that under the conditions now existing in many of the States of the Union if a daily delivery of mails is to be had the length of the route must depend upon the condition of the elements, the condition of the soil, and the roads, and the condition of the hills, lowlands, and streams. No rural route should have been established or reestablished without all these things being taken into consideration. This, as I understand, was not done in the reestablishment of these routes.

In the State of Iowa, and in many of the States where the conditions are similar to the conditions in Iowa, automobile rural routes have been established, and the routes have been lengthened from approximately 24 miles to something like 50 miles or more. The routes which have not been changed to automobile rural routes have been lengthened and extended, many of them from approximately 24 miles to approximately 30 miles.

The petitions signed by a great number of farmers and business men clearly show that, because of the conditions and facts set forth in these petitions, the changing and reestablishing of the rural routes has greatly demoralized the service, and they believe it is impossible under the conditions to give them the daily mail service they have enjoyed for many years. These petitions specifically state what these facts and conditions are, and refer to the condition of the elements, the roads, the hills, lowlands, and overflowing of streams, and they should have received a fair consideration at the hands of the department.

I am calling your attention to this, gentlemen, that you may understand why many protests have been made to the department by the people of this section on account of these routes having been lengthened and extended. My contention is that under the existing conditions, as shown by these protests, during a part of the time at least, it is impossible to make the automobile routes. It is also impossible to make some of the other rural routes, where they have been extended beyond the limit a horse may travel on a heavy road. The result which must inevitably follow is that the farmers will not receive the daily delivery of their mail, as they have the right to receive it, and as it was the intention of Congress they should receive it when these rural routes were established.

It is the contention of the department, I believe, that these changes have been made in the interest of economy. I am glad

to know that at least one department of this administration has given some thought to the question of economy. I am ready to join with the department wherever it may be done in an economical administration of the affairs of the department without injury to the service, but I will not join in any plan, under whatever name, and I must emphatically protest against any plan, which deprives the farmers of the country of a satisfactory and efficient free delivery service. These rural routes were established by Congress because of a demand by the people for this service, which service has not only permitted them to receive their daily mail, but to transact much of their business through the mails, and the business men and farmers alike are interested in maintaining this service.

Since this reorganization these protests have continued, and there is general dissatisfaction with the service. In other words, the service since the reorganization is just what the petitioners claimed it would be, inadequate and inefficient. With these petitions and protests on file, just why a great department of this Government should have continued in this blundering way to destroy a satisfactory service is unexplainable.

The Committee on the Post Office and Post Roads, since the convening of Congress, has conducted hearings on this bill, some of them relating to the subject of rural service, and, together with others, I have presented such facts as I was able before this committee on this question, and the committee has received and compiled a great deal of evidence on this subject.

I notice from the report of the committee recommending this bill that the committee recognizes this blunder by the department in its so-called reorganization service. I quote from this report as follows:

The increase of recommendations by the committee over the estimate of the department is due largely to the fact that the committee was not content with the appropriation of \$48,500,000 for the maintenance and extension of the Rural Delivery Service, and increased the amount to \$53,000,000 the same as occurred in the appropriation for 1916.

While the committee has not in specific terms recommended the restoration of the former service, we can readily understand from this report that the committee has recognized the reorganization plan as a complete failure.

The principal question is one of efficiency of service. The farmer is entitled to receive his mail at his door daily just the same as though he lived in the city and on the carrier's route of that city. This question has been settled and has been the policy of this Government and has been in operation for many years, and it is not now a subject for controversy. The question then arises, Has the present reorganization affected or materially injured this service? Everyone who reads the protests filed with the department, it seems to me, must know that the efficiency of this service has been greatly impaired by this so-called reorganization.

I want to call your attention briefly to some of the petitions and protests received relative to these changes:

ACKWORTH, IOWA, October 20, 1915.

We, the undersigned patrons of rural route No. 2, from Ackworth, in Warren County, Iowa, respectfully petition your honorable department that you leave the rural routes from Ackworth as they are now located and operated, and that the change contemplated by your department, to go into effect November 1, 1915, be not made, and for the following reasons:

1. That the proposed change and discontinuance of one of the routes will take the remaining carrier in a great many places from the main roads.
2. The proposed change will miss a large number of families now reached by the carriers and compel a number of families to go from 1 to $1\frac{1}{2}$ miles for their mail.
3. The proposed route will take the carrier on byways in several places instead of on the main roads.
4. That it will often be practically impossible for carrier under the proposed change, considering conditions of the roads, to make the route.
5. That it is impossible in Iowa to successfully run in a motor vehicle.
6. That a considerable portion of the proposed route is over clay hills.
7. That only a small portion of the proposed route is over what is known as the county road system, and for that reason is not worked and kept in as good condition for travel as the county system.

(Signed by about 160 persons.)

ACKWORTH, IOWA,
November 25, 1915.

To the FOURTH ASSISTANT POSTMASTER GENERAL,
Washington, D. C.

DEAR SIR: We, the patrons of R. D. No. 1, before the change on November 1, 1915, respectfully ask the department to arrange route No. 1 to go, commencing at center of west half section 19 and go east irregular to center of section 21, then north one-half mile, north and west irregular, then north to center of west line of section 16, then north and regular on old route. Commencing three-fourths of a mile west of Sandyville at near west line of section 21, then south one-half mile, west one-fourth, then south $1\frac{1}{2}$ miles to center of east line of section 32, then 1 mile west to center of west line of section 32, then regular on old route.

This will give us earlier mail by our former carrier of Ackworth, as this is a good road and in good condition.

The parts marked out on map are very hilly byways; road is in bad condition and neglected.

It is impossible for the carrier to get over with car in wet times. But very little work is being done; some has not had any work for several years.

Only one patron takes daily paper, and only three boxes on the 2 miles from east line of section 19 south to west line of section 32.

The patrons farthest off the county road are three-fourths of a mile. The map will show the changes asked for, which will place more patrons on route.

The crossing on river at center of section 17 is in an impassable condition at present. In times of high water can not be crossed for several days—sometimes for a week or more.

(Signed by about 15 persons.)

ORILLIA, November 8, 1915.

Hon. C. C. DOWELL,
Des Moines, Iowa.

We have before us letter from J. K. Pickett, Acting Fourth Assistant Postmaster General, in reply to your letter concerning the petition from Orillia and Cummings, protesting against the change in the rural routes in the above-named places.

In Mr. Pickett's reply he gives us no satisfaction, and seems to know more about our requirements than we do ourselves. We still insist that this change is an act of injustice, and we would like to know wherein the department think they are bettering the service. We know the conditions of the roads here, know the number of patrons that are going to be greatly inconvenienced, and would be glad of the opportunity to show an inspector over the routes, that he might see conditions as they actually exist.

Mr. Pickett places special emphasis on economy, regardless of service. In this case we are paying for service and getting none. We expect to fight this to a finish, and insist that an inspector go over the routes.

(Signed by committee of five.)

ORILLIA, October 15, 1915.

We, the undersigned patrons of rural free delivery No. 1 from post office at Orillia, have been informed that the postmaster at Orillia has been notified by the department to discontinue the above-mentioned route on October 31, 1915. This is not satisfactory to us, and we consider it an act of injustice.

Whereas this above-mentioned route has been established for a number of years; in fact, it is one of the oldest routes in this section of the country, it being very favorably located, and covers a circuit on all sides of the office of about an equal distance in all directions. Under the proposed route starting from Cummings there will be 35 families that will not be satisfactorily served; and

Whereas under the present route now existing from Orillia post office these are all being served direct; and

Whereas the undersigned patrons of the above said route consider it an injustice, and that we are justified in making a demand that our present route be left as it now is, with one exception, and that you may add to it if the department so desires. We therefore appeal to you as our Representative to take this matter up with the department in our behalf, and expect favorable returns.

(Signed by about 150 persons.)

ORILLIA, IOWA, December 29, 1915.

Hon. C. C. DOWELL,
Des Moines, Iowa.

DEAR SIR: We acknowledge receipt of your letter of November 22 enclosing a letter from the Acting Fourth Assistant Postmaster General in reply to our second letter to you protesting against the action of the department in discontinuing the route from Orillia.

We have carefully read Mr. Pickett's letter and we fail to find any justification in claims made by him. He said the revision was made in order to suspend any unnecessary travel. Our answer to this is that not one foot of unnecessary travel was made by our carrier. He further says, without impairing the service of the patrons. If the department had this in view, they were simply undertaking an impossibility. Our proof of this is the condition now existing since they have put into effect the so-called revision, as we stated in our first letter, that the proposed route would greatly inconvenience the patrons, and we now say that it certainly has. In fact, it has deprived them of service altogether. Next, he says by the savings made by this so-called revision he can extend service to those who had none. But why deprive one man to serve another? We believe the farmers are entitled to have their mail delivered to their doors at least once a day in this change of service from Orillia to Cummings, and the weather and roads will be in a condition that he can cover all of his route all the time; they will not get this once-a-day delivery. At this time the road conditions are ideal and he does not get in in time for the mail to go out on the evening train, so his collection must be held over until the next day. One day since the change it rained and the carrier had to stay overnight 10 miles out in the country. The next day he cut out about half of the Orillia route. This is no fault of the carrier, he simply has a route that can not be covered in bad weather. Mr. Pickett says no injustice was intended to the patrons of Orillia, neither does he believe any was imposed by the change made. How he can make this claim is more than we can understand, for he is making a claim that is absolutely wrong, and we believe he is smart enough to know this, at least he ought to be, holding the position he now does. Where a number were receiving their mail at their door and are now cut out entirely, Mr. Pickett says that the department is anxious to know of the localities where service is actually needed. When you get to Washington just tell them that they need look no further than Orillia, and now, Mr. Dowell, we know that we are justified in making the complaint; it is an injustice and unreasonable, and as we have said before, we are all up in arms and expect to fight to the last ditch. We believe that you are doing all that you can and thank you for same, and hope and believe that you will continue to do so after reaching Washington. Just say to the fellows down there that the farmers out here in Iowa think we know just as much about roads and weather conditions, and what a mail carrier can do and what he can not do, and what we are entitled to, as some clerk sitting in a warm office up at Washington; also say to them that there is another election coming and all parties are thoroughly disgusted with the radical

mail change, and if we do not get what we need and ought to have now, we will after election. Thanking you again for your kind and valuable service.

Respectfully,

(Signed by a committee of three.)

NORWALK, IOWA, October 20, 1915.

We, the undersigned patrons of rural route No. 1 of Norwalk, have been informed that the Post Office Department has decided to consolidate the three routes of this place into two and a part of same into the Indianola, Iowa, route.

We would like for you to use your utmost influence in maintaining the present routes out of Norwalk, Iowa, just as they are, and give for a reason the following, and there is a number of other reasons not mentioned herein.

Route No. 1, for reasons is as follows: Do not want mail from Indianola, for the reason of poor roads, too far from post office, and not the trading point of any, or at least of a very few of the patrons of the route, and also the route would be too long for good service, as we believe.

(Signed by about 75 persons.)

NORWALK, IOWA, October 20, 1915.

We, the undersigned patrons of route No. 2 out of the town of Norwalk, hereby petition you to use your utmost influence in maintaining the above route out of Norwalk, Iowa, just as it now is, and give for our reasons, as follows.

We do not consider a change would give us good service, as we are now getting, and for a further reason it would so change matters that the patrons would be too far from their post office, and for a further reason the patrons would be getting their mail from a town not their trading point, which is very objectionable.

We earnestly solicit you to do all within your power to assist us in maintaining the above route just as we now have it, and feel and know that it is to the best interest of the patrons of the route.

We trust that you will not allow any time to be lost in seeing that we have that which we are entitled to in this matter, and that our present service is maintained.

(Signed by about 100 names.)

(Norwalk—Route No. 3.—The same petition was received, signed by about 100 persons.)

MILO, IOWA, December 6, 1915.

Hon. CASSIUS C. DOWELL,
Member Congress, Seventh District of Iowa.

Owing to the dissatisfaction of the former patrons of rural free-delivery mail service out of Milo, Iowa, we take this method of expressing to you our regret over the recent changes which were effective November 1, 1915.

We do, therefore, petition the United States Congress at Washington, D. C., through you, our Representative, to use all reasonable means to cause the said former rural free-delivery service at this place to be re-established and reinstate Lewis Daugherty to his position as carrier on route No. 1.

Also place James W. Estes on route 2 and Eugene Richmond on route 3, their respective routes.

(Signed by about 110 persons.)

MILO, IOWA, December 6, 1915.

Hon. C. C. DOWELL, M. C.,
Seventh District, Iowa.

DEAR SIR: Find inclosed herewith a petition praying for an act of Congress to revise the present rural-mail system which is going into effect in the State of Iowa. With the kind of roads—dirt roads I mean—we have in this country, no mail route should be more than 25 miles, and still better cut them to 20 miles. Reduce the carrier's salary to \$800 or \$900 per annum, and thereby give the rural district better mail all the year. Our carrier here can cover a 30-mile route on dry smooth roads, but he has to keep more horses and can't give as good service.

Talk about economizing if you must, but don't undertake to do it by weakening the Rural Mail Service. The farmer would not object to paying a higher rate on post-office mail matter, because he realizes that this class of mail is handled too cheaply. He doesn't care so much for the price, but he wants his mail every day regularly, and the only way to accomplish this is to shorten the routes.

If you want to see a man go in the air—to use slang phrase—just tell him his mail route has been changed so that he will be served from another post office than the one where he does his banking and other business. Just think of taking away from a family a thing that they have learned to believe to be their privilege, of having their mail delivered to them right at their door from what they consider their own town.

We have families living as far as 5 miles out that when the recent change went into effect they told us to keep their mail in the office and we will call for it, we don't want our mail to come to Lacona. Some have taken boxes, and others are going to drop their daily papers on account that they are 24 hours old when received.

There are so many arguments against recent changes and in favor of shorter routes that it would take a great deal of time to cover the whole ground in connection with the matter.

It is being claimed that there is no discrimination against certain towns and post offices. Take, for instance, the town of Milo, Iowa, which had prior to the recent change only three rural routes, and the little town of Lacona had five; now Lacona still retains her number and acquired 8 to 9 miles of Milo's most valuable territory, and Milo lost one route, leaving two, to Lacona five. Milo is located in and surrounded by a nice level country, while Lacona is located in and surrounded by a rough hilly country.

One Lacona route comes within 3 miles of Milo on one side and Indianola 1½ miles on the west side. If that doesn't place this office back in the fourth class it will be very strange.

The postmaster in Des Moines claims that these recent changes are a fine thing and everything will be all right as soon as we learn to take our medicine. (I don't know who told him to make the statement.) He also thinks that the country postmasters are responsible, because they recommended the change. Well, there is one that did not. Most emphatically no.

Whatever you do, work for the shorter route, and all the proposed changes should be thoroughly investigated before being ordered.

Very truly yours,

W. B. DURHAM,
Postmaster.

TRURO, IOWA, December 28, 1915.

We, the citizens of Truro and surrounding vicinity, very much regret and protest against the rerouting of the rural mail system.

One route has been discontinued. A route coming through our town from the north and others from the west carry our heaviest mail to other towns. The routes are lengthened so that it is impossible to get good service. We feel that it is an injustice to the rural community surrounding Truro.

Therefore we petition you to use your influence to have it reconsidered and rerouted so that it will best serve the patrons of our town and county.

(Signed by about 300 persons.)

WAUKEE, IOWA, October 1, 1915.

Hon. C. C. DOWELL.

Seventh Congressional District, Washington, D. C.

HONORABLE SIR: We, the undersigned patrons of rural route No. 2, being now served from the Waukeee post office, learning that the said route is to be so changed as to be served from the Adel post office, respectfully ask that, if possible, you consider our objections to the said change for the following reasons:

First. A majority of us are much closer to Waukeee, do our banking and general trading there, and often find it very convenient at times to call at the Waukeee post office for our mail, when in town, which is often of considerable importance.

Second. Most of us now have our mail delivered in boxes at our farms, whereas if the contemplated change is made in route some of us would have to go from one-fourth to one-half mile to some corner or crossroads for our mail.

Third. In case of storms or impassable roads or other causes where carrier is unable to make the route, many of us could go to Waukeee and get our mail, whereas the distance to Adel is such that we could not do so.

Fourth. Coon River would be between the proposed route and Adel, which, in case of high water, would make it impossible for vehicles to cross the bottom for days at a time, as it has been in the past.

(Signed by about 75 persons.)

WAUKEE, IOWA, October 1, 1915.

Hon. C. C. DOWELL.

DEAR SIR: In offering this petition for your consideration, we would emphasize objection 4 in petition relative to the Coon River, which again rose at Adel to such height as to make it dangerous and almost impassable, since we started this petition.

We have about seven-eighths of the patrons of route No. 2 attached to this petition. Those that did not sign it admit they get no better service, but do their banking and trading at Adel.

Hoping this will receive your favorable consideration,

Yours, respectfully,

JOHN LEWELLYN.

DALLAS CENTER, IOWA, October 5, 1915.

To the honorable POSTMASTER GENERAL,
Washington, D. C.:

We, the Panther Cooperative Association of Patrons of Route No. 3, out of Dallas Center, hereby protest against the change that is to be made cutting us off from the Dallas Center post office and attaching us to Adel.

There has been expended over \$5,000 on the route between Panther, Iowa, and Dallas Center, and we believe that this route is much better than the proposed route from Adel.

The proposed route from Adel, passing over many byroads where in wintertime the roads are impassable, and we are afraid much of the time we will be unable to get our mail over the proposed new road from Adel to Panther store.

Respectfully,

(Signed by about 35 persons.)

ANKENY, IOWA, October 29, 1915.

Hon. C. C. DOWELL.

Congressman from Seventh District of Iowa—Des Moines.

DEAR SIR: We, the undersigned, being patrons of Rural Delivery Routes Nos. 1 and 2, out of Ankeny, Polk County, Iowa, do hereby most respectfully and emphatically protest against the proposed consolidation of these two routes, and the proposal to carry the mail over said proposed consolidated route by automobile. Our objection to this consolidation is based on the fact that during a large part of the winter months and during the rainy season of the spring it will be impossible, owing to the condition of the roads, for the carrier to make his trip with an automobile over this route with any degree of regularity, thereby delaying our mail service and at times discontinuing it altogether. We would further call your attention to the fact that owing to the length of this proposed consolidated route, it would be impossible for a carrier to make the trip in a day by means of horses. We therefore are asking you to use your influence against this proposed change and to present this protest to the proper authorities at Washington.

(Petition for Route No. 2 same as above.)

(Route No. 1, signed by about 50 persons; Route No. 2, signed by about 180 persons.)

INDIANOLA, IOWA, October 25, 1915.

Hon. CASSIUS C. DOWELL:

We, the undersigned patrons of rural route No. 4, Indianola, Iowa, having been informed that a change in schedule of that rural mail route will take effect November 1, 1915, and that the route, when changed, will either cut off or impair greatly the satisfactory mail delivery service which we have enjoyed for 14 years, respectfully ask you to take up the subject with the rural-service division of the Post Office Department and request them to allow the route to continue on the old schedule. Except go west 80 rods on south line of section 6, then north one-half mile, then east one-quarter mile to old schedule.

(Signed by about 40 persons.)

NEW VIRGINIA, IOWA, October 30, 1915.

Hon. CASSIUS C. DOWELL,
Des Moines, Iowa.

DEAR SIR: I wish to enter a protest against the change that has been made in our rural delivery service. And I voice the sentiment of the people in general in this country. The routes have been lengthened, making it impossible for the carriers to make the rounds in bad weather. You know the condition of the Warren County roads in bad weather. And I trust you will use your influence to have a change made in the near future that will give us better service.

Yours, very truly,

HARLOW MILLS.

PATTERSON, IOWA, November 9, 1915.

FOURTH ASSISTANT POSTMASTER GENERAL,
Washington, D. C.

DEAR SIR: We the undersigned are now patrons of the Patterson post office, and we are writing you a protest against being put on the Winterset routes on December 1, 1915. We do our trading here at Patterson and come here, the majority of us, almost daily and can get our mail when here, and we seldom go to Winterset.

(Signed by about 30 persons.)

PATTERSON, IOWA, November 9, 1915.

FOURTH ASSISTANT POSTMASTER GENERAL,
Division of Rural Mails, Washington, D. C.

DEAR SIR: We the undersigned are now patrons of the Winterset and St. Charles post offices, and we petition your honorable body to permit us to receive our mail from the post office at Patterson, Iowa.

(Signed by about 20 persons.)

WOODWARD, IOWA, December 29, 1915.

Hon. CASSIUS C. DOWELL,

Representative from the Seventh Congressional District,
Des Moines, Iowa.

We the undersigned patrons of rural route No. 2, Woodward, Iowa, some months ago petitioned the Postmaster General for a change in part of the route of carrier No. 2, from Woodward, by which said carrier would, by leaving the present route at the middle of the west line of section 36 and going in either direction around section 1, Des Moines Township, Dallas County, Iowa, and the south half of section 36, Peoples Township, Boone County, Iowa, give 12 families front-door mail service, which families at present are one-quarter to three-quarters of a mile from their mail boxes.

We feel that in rejecting our petition the Postmaster General did not fully understand the merits of our petition, and feel that if this is awarded us we are receiving only what we are fairly entitled to.

We desire your earnest support and assistance in this matter.

(Signed by 12 persons.)

COLO SAVINGS BANK,
COLO, IOWA, February 5, 1916.

Hon. C. C. DOWELL,

Washington, D. C.

DEAR SIR: At the request of Mr. J. D. Lounsberry, one of our farmer friends, who circulated the inclosed petition, we are forwarding same to you. This petition is signed by representative farmers and business men of this community, the larger part of the signers being farmers who are affected by the change in mail service. I can assure you that there is genuine dissatisfaction with the change in mail routes at this point, and anything you may do to help relieve the situation will be appreciated by the patrons here.

Yours, very truly,

C. W. YEAGER, Cashier.

COLO, IOWA, February 5, 1916.

Hon. C. C. DOWELL,
Washington, D. C.

DEAR SIR: We, the undersigned voters of Story County, patrons of the Colo, Iowa, post office, and business men of the town of Colo, respectfully request that you use your influence to have the Postmaster General reconsider his order to abandon one rural route out of Colo, Iowa.

Considerable time and money have been spent to get the route roads in good condition, a number of patrons of the office and customers of the town are forced to get their mail elsewhere, making it inconvenient for the patron as well as being a detriment to the town. The rural mail service from Colo was entirely satisfactory prior to the change, but under the new arrangement many patrons who have received their mail from the Colo office for years, living close to Colo, are compelled to get their mail on the Nevada routes or not have their mail delivered. Many are refusing to have their address changed on account of doing all their other business in Colo, and call for their mail at the office. Under these circumstances the new arrangement is found unsatisfactory and we herein voice our urgent protest against the change.

(About 225 persons.)

These protests have all been filed with the Post Office Department, and, so far as I know, have resulted in no changes by the department from the original plan. These protests are not made without cause. Neither are they made because of any disposition on the part of the signers to criticize or object to an economical administration of the affairs of this department. But they are made because of an honest belief, and because of evidence upon which to base this belief, that they can not and will not receive efficient service under the present change of the rural routes.

In addition to the complaints I have referred to, which are conclusive in showing the absolute failure of this reorganization plan, there is one other distinct protest which applies to many of the changes made by the department. I refer to the arbitrary change by the department of the post office address of many patrons of these routes. To illustrate, one town in my district had but one rural route of about 24 miles in length, which circled about the little town. The recent change by the

department took this route from this little town and transferred it to a town some miles away, thus changing the post-office address of the citizens living about the town.

Mr. STEENERSON. Will the gentleman yield?

Mr. DOWELL. I only have just a few moments.

Mr. STEENERSON. I will give the gentleman more time.

Mr. DOWELL. Certainly.

Mr. STEENERSON. I want to know the name of the town?

Mr. DOWELL. The town is Orillia, Iowa. I want to say to the gentleman there are a number of places in the district I have the honor to represent where the post-office address of persons has been changed from the town near which they live—sometimes at the very edge of the town—to one some miles away.

Under similar circumstances, this change of post-office address has occurred in many places, as is shown in these petitions and protests. And these citizens are not permitted to get their mail from the town or village they are contributing to build up and support.

It is the numerous communities which make up this great Republic of ours, and it should be the aim and purpose of every department of the Government to cultivate and encourage the building up and improvement of these communities.

The taking away of the rural route from these communities and the changing of the post-office address to a city or town many miles away has a tendency to destroy the community interest, and the people have the right to protest against any system or plan which has a tendency to destroy this community interest. And they have the right to protest against the arbitrary change of their post-office address from the town they are helping to build up and improve. Every individual, I believe, is and ought to be loyal to his own community, and I am proud to know that these petitions and protests maintain this loyalty.

In conclusion let me say that the farmers have the right to insist that the Post Office Department in fixing these routes give to them the same consideration that is given to the merchant or the man living in the city. This is all they ask, and this they are entitled to receive. And I maintain that a fair consideration of these petitions and protests and the facts presented therein will restore the rural routes to where they were prior to the present change and will restore to them a good and satisfactory service. [Applause.]

Mr. Chairman, I desire to ask permission to extend my remarks in the Record and to print therein the petitions to which I referred.

The CHAIRMAN. Is there objection to the request of the gentleman from Iowa? [After a pause.] The Chair hears none.

Mr. MOON. Mr. Chairman, I sympathize with those gentlemen who are troubled by their constituents about routes; but, as I remarked a while ago, gentlemen ought to be patient about these changes. The gentleman from Iowa [Mr. DOWELL] knows that there are many thousands of routes in the United States, and that there has been an adjustment of seven or eight thousand of those routes in the interest of the public, as the department believes, and a saving of an amount of money that enables the administration to say that rural routes can be conducted for four and a half million dollars less than heretofore. But the committee are not willing to make a reduction in this service. They have not done so. We fix the sum at \$53,000,000. The gentleman ought to know that with all of these routes that the readjustment can not be made in every State at once. He is complaining of Iowa. Let us see what the facts say about that State. Here is a statement showing by States the extension of the rural route service from March 1, 1913, to November 8, 1915, and the discontinuance and curtailment of routes:

Office.	Route.	Old length.	New length.	Date effective.
Albia.	1	22.78	25.81	Aug. 1, 1915
Do.	4	23.40	24.80	June 16, 1914
Atalissa.	1	22.75	29.75	May 16, 1915
Do.	2	22.07	22.325	Nov. 1, 1914
Auburn.	2	24.75	25.75	Oct. 16, 1914
Blockton.	3	24.19	24.69	Nov. 16, 1914
Bode.	2	26.00	27.00	Oct. 16, 1914
Britt.	1	26.25	29.25	Sept. 1, 1915
Danyville.	1	24.50	27.00	May 16, 1915
Do.	3	24.25	28 ²	Do.
Des Moines.	3	24.25	24.75	Oct. 1, 1914
Dows.	4	26 ¹	28 ²	July 16, 1914
Earlham.	4	26 ¹	27.75	Apr. 1, 1915
Elliott.	1	28.50	30.50	Jan. 1, 1915
Emmetsburg.	1	25.25	27.25	Dec. 4, 1915
Fairfax.	1	24.00	25.00	June 16, 1913
Fairfield.	5	25.285	25.403	May 1, 1913
Forest City.	2	26.00	26.25	Mar. 16, 1913
Gratiot.	1	20.50	22.50	Aug. 16, 1914
Grinnell.	2	25.00	27.00	Mar. 16, 1913
Griswold.	2	25.00	26.25	Jan. 1, 1915

Office.	Route.	Old length.	New length.	Date effective.
Guthrie Center.	3	26.25	26.75	June 16, 1913
Hiteman.	1	23.18	24.28	June 1, 1913
Humboldt.	5	22.25	22.50	July 1, 1914
Imogene.	1	26.00	28 ²	May 16, 1915
Do.	2	26.25	28.75	Nov. 1, 1915
Independence.	3	26 ¹	26.75	Apr. 16, 1914
Do.	3	26.75	30.125	June 16, 1915
Iowa City.	5	29.88	31.00	Nov. 1, 1915
Do.	7	27.65	29.15	Do.
Iowa Falls.	8	25 ¹	27.00	June 1, 1915
Janesville.	6	27.00	27 ²	May 16, 1913
Do.	1	29.10	29.60	July 1, 1915
Jefferson.	2	25.75	26.75	July 1, 1913
Jesup.	3	24.00	29 ¹	June 16, 1915
Kellerton.	2	25.50	26.50	Nov. 16, 1915
Keokuk.	4	23.25	23.75	Sept. 1, 1913
Kilduff.	2	22.09	23.09	May 16, 1915
Lake Mills.	1	28.50	29.25	Oct. 16, 1915
Lehigh.	1	25 ¹	24 ²	July 1, 1913
Lenox.	1	27.75	29.75	July 6, 1915
Lime Spring.	1	25 ¹	26 ¹	Apr. 16, 1914
Lorimor.	2	23.46	23.496	June 16, 1915
Lovilia.	2	161	181	Apr. 1, 1914
McGregor.	3	29.75	30.25	Nov. 16, 1915
Macksburg.	1	28 ¹	28 ¹	Nov. 1, 1914
Do.	1	28.75	30.775	Dec. 1, 1915
Maquoketa.	3	25 ¹	29.00	Do.
Do.	5	24.00	29.75	Oct. 16, 1915
Do.	6	29.75	30.40	Dec. 1, 1915
Mareno.	4	26.625	28.13	July 1, 1915
Marne.	1	26.00	28.00	Sept. 1, 1915
Do.	1	28.00	28.25	Sept. 16, 1915

There is not a change of more than 5 miles in a particular route from any of these towns as reported by the department.

Mr. RAMSEYER. Will the gentleman yield?

Mr. MOON. Yes.

Mr. RAMSEYER. The report only brings it down to November 8. I would like to know why you stop at that date?

Mr. MOON. That was about the beginning of the time of this Congress. Reports could not have been made very much later.

Mr. RAMSEYER. In my district there were 16 routes discontinued and 63 extended, and nearly all of that was done since November 8.

Mr. MOON. Possibly that may be so. Now, as I said before, here is the readjustment after the beginning of this Congress. There is the letter from the department saying that they are proposing to readjust, not only once but twice, so as to make these matters entirely satisfactory to you. Do you think that all routes can be adjusted in five or six weeks? Gentlemen should learn some measure of patience about this matter.

Mr. RAMSEYER. Will the gentleman yield?

Mr. MOON. Yes.

Mr. RAMSEYER. Does the gentleman contend that a discontinuance or extension of a route can be made by following the maps in the office and without sending an inspector over the routes?

Mr. MOON. Of course, I do not contend that a route that has not been inspected could be so laid out by blue prints in the office, and the fact is that there has not such a thing been done, no matter what any gentleman says here. Those routes have, every one of them, been inspected time and again. It may be true that after the inspection was made and the diagram of that route made that some changes were made in it without a reinspection. That is perhaps the cause of complaint of some of you gentlemen.

Mr. DOWELL. Will the gentleman yield?

Mr. MOON. Oh, no; you would not yield to me a while ago. I would be glad to yield to you if you had yielded to me then.

Now, it would be impossible for the department to make all of these readjustments at once. Of course everybody is more or less dissatisfied with changes, or somebody is more or less dissatisfied with changes on routes. Now, if you gentlemen will go down to the department and file your complaint, as many of you have done, in due time an inspector will be sent there to ascertain whether you are correct in your contention or not, and if you are, the matter will be remedied, and if it requires a second inspection to do it that will also be granted.

You heard a letter from the Fourth Assistant Postmaster General read, in which he explained the manner in which the adjustment had been done in one congressional district in Michigan, and how entirely satisfactory it was, and how much money had been saved by reason of it. Now, that will occur with you all in due time. I do not blame you for talking here for home consumption on that matter, but we are transacting a little business in this House on that question, and you have to wait and have patience. You can not have this change all at once. These routes will be adjusted. You will be attended to in time.

Mr. RAMSEYER. I am not talking for home consumption; I am asking for information. We have 32 protests in the Post Office Department now, and I hope they will be around and inspect the routes. But I do know from information I have from my district that there has not been a single route inspected within a year.

Mr. MOON. It does not need it within a year. Does not the gentleman understand that an intelligent official does not have to inspect a route every year? There was an inspection made when the route was laid out, and there was another inspection when the route was put in, in order to readjust the trouble. Those routes are all inspected. Even if a part of them had been changed from the blue print, and it has brought trouble, that can be corrected by an inspection as soon as the inspectors can get to it, as the department says. When you explain these matters to your constituents I do not think you will be troubled further with it. I know you have done all you could, and if there is a complaint you have put it right.

Mr. RAMSEYER. Yes, sir; we have.

Mr. MOON. And the gentleman from Georgia [Mr. HOWARD] is in a little trouble the same as you have been in—maybe more trouble. But I am satisfied they are going to be treated exactly as they have been treated in Michigan, when they get to them.

Mr. HOWARD. It is true, as the gentleman says, there has been a good deal of trouble with the adjustment in the State of Georgia than in the States of these other gentlemen.

Mr. MOON. Georgia is the worst State as far as that is concerned. They have been raising so much corn and cotton on the old roads that they had to go through cotton fields there to establish a new route.

Mr. HOWARD. Yes, sir. They have had to pick cotton there in order to get through with the mails. [Laughter.]

Mr. MOON. And they were so anxious to make money on the cotton after the readjustment that they put the old roads into cotton fields.

Mr. HOWARD. There is no complaint on that. It is just the activity of the department to give efficient service.

Mr. RAMSEYER. Do I understand the gentleman to say there has been no complaint in the State of Georgia?

Mr. MOON. The gentleman did not understand me correctly. The gentleman from Georgia [Mr. HOWARD] has complained more than all of you put together.

Mr. RAMSEYER. I understood the gentleman from Georgia to say that Georgia had not complained.

Mr. MOON. Georgia has complained. All of you gentlemen will be looked after. Just be patient.

Mr. STEENERSON. Mr. Chairman, I yield 15 minutes to the gentleman from Massachusetts [Mr. GREENE].

Mr. GREENE of Massachusetts. Mr. Chairman, I propose to talk a little on the rural free delivery, and especially the rural free delivery in the district which I have the honor to represent. The first notice that was received of any change in the rural delivery in the district came on the 22d day of November, when I was called by telephone and informed that there had been a notice of a change of the Rural Free Delivery Service in the town of Somerset, which is located on the west side of Taunton River opposite the city of Fall River, where I reside, and that the carrier had been notified that his services would be no longer required, giving him notice that changes to be effected there would go into operation on the 30th day of November.

I made some inquiries as to what was being done, as I had not previously heard anything about it, and the postmaster of Somerset did not know anything about these changes until he got the official notice, nor did the carrier know anything about it. To this day the carrier has never received any notice except the one which he received from the postmaster at Somerset. The department never sent any notice to this carrier that he was to be retired. He received the cold-blooded notice from the postmaster that on the 30th day of November his service would no longer be required.

Now, what did they do with the town of Somerset—a town that has grown rapidly, as shown by percentage of growth, more than any other town in my district outside, of course, of the city in which I live, which has grown still more rapidly?

The division of that town was made by going through what is called Center Street and taking all postal territory north of Center Street and placing it under rural free-delivery carrier in the town of Dighton, and further notice was given that all mails in this section of Somerset would be sent to the Dighton post office. All territory south of Center Street was taken from Somerset and placed in the town of Swansea, and notice was given that on and after November 30 the carrier from Swansea would bring from Swansea the letters addressed to those individuals, who had received for more than 12 years, since the Rural

Free Delivery Service was established, their mail from the town of Somerset, where they reside.

Now, Somerset has some important business interests. Some of the business men had their letterheads prepared and proceeded to do business under the advantages that they obtained from the successful carrying on of the rural carrier service and the increased service of the parcel post. They felt that that service would be a permanent aid in the successful establishment of business, which would give to themselves and their families more of the comforts of life than they had formerly enjoyed. The people living in the country towns were thereby encouraged to establish various lines of business, and they proceeded to do this, because in that way they could earn a little better living than they had been having the opportunity to obtain by reason of work on their farms.

That change of the Rural Free Delivery Service came as a surprise to me. I was compelled to say in answer to inquirers, "I absolutely know nothing about it." My constituents were calling me constantly over the telephone and telling me what was happening all over the district. Later in the day the people from South Westport called me up and told me they had received notice that their office was to be changed, and that their delivery was to be practically destroyed and made useless. They said, "We are going to hold a public meeting down in the village of South Westport to-night, and we would like to have you attend that meeting." They said, "We will send up an automobile for you." I do not happen to own one. They said, "We will take you down and bring you back."

I went down, and when I arrived there I found, in a nice little Quaker meetinghouse, a number of infuriated citizens, who met there and related to me their sorrows and troubles over these rural free delivery changes. My friend and colleague from the sixteenth district [Mr. WALSH] was affected like myself, because some people in his district, which immediately adjoins mine, were affected by the changes that were made as to the delivery of their mail.

After we arrived there there was some considerable talk among the citizens as to the disadvantages under which they would suffer by the proposed changes, and there were some rural free delivery carriers there. Some of the gentlemen said: "Let us call on the rural free delivery carriers to tell us how this affects us and what their position will be." I presided at the meeting, and I said: "Why, you do not want to call on these carriers. They are in the executive department of this Government, and if they tell what they know they will probably get themselves into trouble. But, thank God, I am a free Representative of the people, and I am under no obligation to the Executive department. I am a part of the legislative department, and I can say what I please and do whatever I please, because I am responsible to the people I represent and not subject to official dictation."

The citizens present explained very fully the unfortunate predicament in which they would be placed and the great financial loss to which they would be subjected, and finally, after the situation had been talked over and my eloquent friend here on my right [Mr. WALSH], who can talk much more eloquently than I can, had told these people what we would try to do for them, I said I would send a dispatch to the Post Office Department, telling the department what the situation was, and we would see if we could get any kind of response from the department. I will read to you the dispatch which I sent that night after I arrived home and before I went to bed at midnight. This is the dispatch that I sent:

Citizens of the district I represent, in mass meeting assembled at South Westport, are bitterly opposed to orders that have been issued overthrowing the Rural Delivery Service. They and constituents elsewhere ask that the date named when orders shall be effective be postponed until an investigation can be made. In many cases important business interests will be seriously affected by the proposed changes. I shall be in Washington on December 2, and desire to confer with you upon the vital questions involved.

Now, at South Westport there happened to be one woman who was secretary of the Women's Christian Temperance Union and a number of other affiliated organizations, and she stated that she had sent out herself personally nearly 800 letters during the last year, and had received 800 replies that came back to South Westport, and that under the change, as proposed by this route, their conveniences would practically be destroyed. Several gentlemen, under the inspiration of the Rural Free Delivery Service and the advantages which they had enjoyed, had established the business of selling young chickens—mind you, this route had been in operation for 16 years—and they had sold over 17,000 chicks annually that had been sent out by means of the parcel post and also under the advantages of Rural Free Delivery Service, and besides the chicks thousands upon thousands of dozens of eggs; and under the change made by this proposition their mail facilities would be very seriously

disturbed. I just heard the chairman of the Committee on the Post Office and Post Roads tell Members to be patient. You can not be patient when you get notices throughout your entire district that in eight days they are going to tear the postal facilities in your district all to pieces, so far as rural delivery is concerned. You can not be patient when your carriers are notified that in eight days their services will be dispensed with—not in consequence of notices sent to the carriers themselves, but notices sent to the post office, where the postmaster simply tells the carriers that they are to be discharged. Some of the carriers had bought automobiles, and now that they have been removed from the service they have the machines on their hands, and in many cases they have families to support without any means of permanent employment.

Mr. MCKENZIE. I should like to ask the gentleman a question.

Mr. GREENE of Massachusetts. I yield.

Mr. MCKENZIE. I should like to ask the gentleman whether or not this change was brought about by the improvement of the highways in this district?

Mr. GREENE of Massachusetts. The highways in the district which I have the honor to represent have always been good. Some of them possibly are not yet put in the condition that they ought to be. Massachusetts is a progressive State, and we are constantly improving in everything that we can. But let me tell you straight—and what I tell you is the fact—that the people who live in these country towns, who for from 12 to 16 years have had service once a day and have had the enjoyment of these privileges, feel that they are entitled to them, and they feel, furthermore, that when they come up to the city in which I live and where most of them trade and find that we get four and five deliveries a day, while we do not pay any more toward the support of the Government proportionately than they do, they feel that to deprive them of these rights is an outrage upon them. Furthermore, the changes that were made took from them the evening paper that was of as much value to them as the mail. By the change they would get the evening paper the next day. One gentleman was asked if they could not read it then. He replied, "We farmers work all day, and we could not read it until the next night, and then the day had gone by, the paper was old, and was of no value in a live community. They wanted the daily paper that gave them the market reports every night, so that they would be prepared to know what price they should ask for the goods that they send out in the morning mail."

This change in the district that I represent has so thoroughly demoralized nearly every route in the district that nobody gets a service that is worth counting as a convenience at all.

Mr. MOON. I want to ask if the roads in the gentleman's district are of such a character that an automobile could make a trip of 35 miles and back and give the service to the people to which they are entitled?

Mr. GREENE of Massachusetts. Yes; but there are many places in my district that are not so situated that you can do that, and there are plenty of places in my district that could be reached that are not, although petitions for extensions have remained many months at the department without any consideration or report.

Mr. MOON. You would not object to any rural delivery system, however long the route might be, by which your mails could be delivered and you could have a proper and efficient service for your people?

Mr. GREENE of Massachusetts. No; but we have not the service now, and the people are deprived of the good service they have long enjoyed by the rash and hasty action of the department.

Mr. MOON. You would not object if you had it so adjusted?

Mr. GREENE of Massachusetts. I would want to see what the adjustment was before I would think of indorsing it. All this humbug does not amount to anything.

Mr. MOON. Is not the trouble about the whole thing largely due to the fact that in the readjustment of the service, while it may be disturbed temporarily until there can be a full and complete readjustment, there will be a reduction of the number of carriers. Is not that the trouble?

Mr. GREENE of Massachusetts. No; and before I get through I will tell the gentleman something.

Mr. MOON. Will the gentleman answer that question?

Mr. GREENE of Massachusetts. That is not the fact, and I will prove it to you in a few moments.

Now, the department without investigation, on the strength of the trouble that these people made in that little Quaker meetinghouse, changed the service to suit those people that complained, but in doing so they overturned all the other routes in the town. There was the greatest disturbance you ever saw.

The people said to me, "Here, you went down to South Westport where those folks held a meeting and you fixed it for them. See if you can not fix it for use." I said, "I will try. I will tell you what I will do."

The CHAIRMAN. The time of the gentleman has expired.

Mr. PAIGE of Massachusetts. I yield to the gentleman 10 minutes more.

Mr. GREENE of Massachusetts. I shall need more time than that. I have not begun yet.

Mr. MOON. I will give the gentleman some time if he needs it.

Mr. GREENE of Massachusetts. I want to tell you something about the conditions. In addition to the rural free-delivery service at the town of Westport, we have rural free-delivery service at South Westport. There is also rural free-delivery service at North Westport and other parts of the town unprovided for. The citizens of the central town of Westport sent me a number of letters which I filed with the department. Each one of those letters explained the situation as it really was. I sent those letters to the department, telling them how ridiculous it was to change rural free-delivery routes without an investigation. The department told me they had changed them on their route map in the office. They told me that when I called at the department in December last. They had the route maps out and showed me. They said, "Here is where your route goes." I said, "I don't want to be bothered with anything of that kind. Send a man on to the ground and let him see what is there." Now, let us see what happened afterwards. I had a number of letters which I filed. They had no more effect than it would have to throw a pail of water out of the window. They never paid any attention at all to those letters. I present here a copy of letter from a gentleman who had established a business in the town of Westport:

(John Allen poultry farm. Rhode Island Reds. The best business breed. Established 1901.)

WESTPORT, Mass., February 2, 1916—8 a.m.

Hon. WILLIAM S. GREENE.

DEAR SIR: This letter, if placed in my mail box before 11 a.m., will be taken to South Westport to "spend the day" and also to "spend the night," leaving for New Bedford at 8.30 a.m. to-morrow morning.

Under the former schedule the letter would leave Westport (from my box) at 2 p.m. same day as mailed and reach New York before it leaves Westport.

Mind you, he had to mail his letters three hours earlier than under the former schedule in order that the mail might slumber at South Westport all the afternoon and all night in order that the carrier might take the mail from South Westport at 8.30 o'clock a.m. the next day.

Will you please insist that this particular route be at once readjusted so that all patrons may be served justly? As it now stands part of the route gets cream and over half gets skim milk.

Yours, truly,

JOHN ALLEN.

Now, that is the way the routes are generally throughout my district. Some of them get pretty good service. The people of South Westport waked up very quickly, and they found that if they did not bestir themselves they would be just exactly where the town of Westport now is. And some of the people of the town of Westport who were at the meeting that night said, "If they make these changes, we shall be just where South Westport is by the changes the department has already made." It emphasizes the fact that changes can not be properly made without proper investigation and inspection.

So there is the situation. Those are the real facts as they exist. Sixty-six different box holders stated that they were in the same position as Mr. Allen was.

I sent the letter of Mr. John Allen to the department, and here I have the department's reply:

POST OFFICE DEPARTMENT,
FOURTH ASSISTANT POSTMASTER GENERAL,
Washington, February 7, 1916.

Hon. WILLIAM S. GREENE,
House of Representatives.

MY DEAR MR. GREENE: In reply to your letter of the 4th instant, transmitting a communication addressed you by Mr. John Allen, of Westport, Mass., protesting against the mail service afforded patrons of former route No. 1 from that office, but now served from South Westport, and requesting that the situation be remedied, I beg to state that this matter is to be made the basis of personal investigation by a representative of the department.

Sincerely yours,

JAS. I. BLAKSLEE,
Fourth Assistant Postmaster General.

Now, friends say, "that is all right," but the "all right" part would have been if it had been done before they did the damage. These people are suffering now for the lack of a proper mail service. The chairman of the committee has said in his remarks here, "Why are you not patient?" I say, why was not the Post Office Department a little patient, instead of destroying the usefulness of every route in the district eight days before we assembled here, and doing that without

conferring with me, without conferring with a single patron, without trying to see what the effect would be?

Mr. MCKENZIE. Will the gentleman yield for a question? Mr. GREENE of Massachusetts. Certainly.

Mr. MCKENZIE. I should like to ask the gentleman whether he wants us to understand that the Post Office Department in the past, in order to economize in the rural free delivery of the Government, has taken down the map of certain townships and counties and simply marked out the routes in the office without sending an inspector out to see what the effect of that action would be?

Mr. GREENE of Massachusetts. I will state this: That every rural free delivery route in my district, and I have been a Member of this House for more than 17 years, was established by capable inspectors, and in many cases I accompanied the inspector when the routes were established, and those routes were established for the purpose of allowing the people who lived in these county towns to have their mail go out of their towns in season to give them the practical advantages of modified city delivery; and now there is no advantage in the propositions to which they have been subjected, because the routes have been altered without personal inspection, nor has an attempt to provide convenient mail connections been undertaken. That is the point. The fact is the department has not a supply of experienced inspectors to do this work. They are now map examiners in the department. They have dismissed all of the experienced inspectors they had up in my section of the country. Let me give you an actual illustration.

One of the inspectors that lives in my district, who has been 30 years in the service and was a very capable man, was called upon one day by a committee that was looking around to find some holes where they could put some new men in as inspectors. They called upon him and said, "Now, look here, we want you to resign." He said, "What for?" and they said, "You have disobeyed the rules of the department." He asked them in what particular, and stated that he had been in the service for 30 years, and was not aware of having broken any rules. They said to him that on a certain day he had investigated an office in North Dighton. He said, "Yes," that he had; and they then said that in that investigation of the office there was one letter in the free delivery that had been there longer than the regulations of the department required and that he failed to report that the letter was in the general delivery.

He replied, "I can explain some of the circumstances in regard to that. The North Dighton office had been broken into twice, and I had been down there to investigate, and when it was broken into the second time I was sent for post haste to go down there to see if I could not find some evidence on which I could trail the robbers that broke into the office and opened the safe. I went there and went through the office solely for the purpose of obtaining evidence regarding the robbery, and, as I had other important employment, did not make a special inspection of the general delivery that day." They then said to him that that was a violation of the rules of the department, and that he could either tender his resignation or that they would recommend his removal for inefficiency. The man said, "I have been in the service for 30 years, and I would rather retain my reputation than to be recorded dismissed, and I will resign and leave the service." Of course that made a place for somebody else, just what they were looking for. They had a committee of three, a smelling committee, that came up from Washington to smell around, and they smelled out all of the post-office inspectors in the State of Massachusetts, competent men, capable of establishing rural free delivery routes, capable of examining post offices and deciding when improvements should be made, and in every way capable for the transaction of public business.

The CHAIRMAN. The time of the gentleman from Massachusetts has expired.

Mr. PAIGE of Massachusetts. Mr. Chairman, I yield 10 minutes more to the gentleman.

Mr. GREENE of Massachusetts. I thank the gentleman. I knew these post-office inspectors; and I have known them for years. They were all capable of doing good business, this man especially, for he had been efficient in every way. I speak from knowledge, because I was the postmaster of my city from 1881 to 1885. My father was the postmaster from 1875 to 1881, and when his health failed I was selected as his successor and held the office until 1885; and then 22 days after Grover Cleveland became President of the United States my term of office expired and I stepped out—glad to do it. But I came back again in 1898 as postmaster, and during all that time, the post office being right across the street from my office, and being familiar with all of the men who held the office, I was in and out there; and I claim to be an expert in post-office business.

I know something about it. The postmaster that I recommended nine years ago will, within a very few days, turn the office over to his Democratic successor, leaving behind him a record that will compare favorably with any record made by any man in the post office from Maine to California, from New York to San Francisco.

His term expired last December, and he has been ready to retire when his successor is prepared to qualify. I do not find any fault, for I believe in changing these political offices when we change political parties [applause], and I shall be ready to make the changes next year, when we get back into power, and I will help to do it if I am alive and have my health. I believe in letting officials serve until their term is completed. The post offices in my district have been absorbed, wiped out; carriers discharged without reason, and the service, according to the testimony given by the parties themselves, and the Rural Free Delivery Service is largely good for nothing as at present carried out.

I have another letter here from a gentleman which I received a few days since. He has written me a number of letters, and I have filed them with the department, but found that they were not very effective. He wanted to know what else he could do, and I said I did not know. He then asked me if I wanted a petition sent, and I said, "No; there would be no use of a petition. It would be simply a waste of time." Here is what he sent me:

SOMERSET, MASS. (our real address), February 8, 1916.

DEAR CONGRESSMAN GREENE: On behalf of the citizens of Somerset I wish to extend hearty thanks for your kind help in calling attention at Washington to our disturbed mail service. We do and always shall appreciate your unremitting efforts on our behalf.

To show that we have by no means given up hope of having our rural free-delivery route returned to us before long, I am inclosing a petition signed by 235 patrons of our rural free-delivery route. Will you be good enough to hand the same to Mr. BURLESON and assure him that Somerset wishes beyond all things to keep its name on the postal map of Massachusetts?

Very truly, yours,

ERNEST COBB, Secretary.

To-day Somerset is unknown as a postal center. The postmaster has had his business taken away from him. The one rural free-delivery route has been split up in pieces and passed over to two other towns without reason, without excuse, without any charge against the rural free-delivery carrier, without any charge that he has been negligent, but with a spirit which I fail to understand, as I have said very plainly. I do fail to understand how any post-office department in the civilized country of the United States, made up of men born in the last half century or within the last century, can so distinctly go into a proposition as to disturb a satisfactory mail route for what they say is the purpose of saving the paltry sum of \$5,000,000. When I was postmaster, and I was postmaster for one term and part of another until I was called down here, as I have said, I always found that when the people had the conveniences they wanted and needed they did not try to see whether the Post Office Department was paying or not; and I think to-day that out of the 100,000,000 people of the country there is hardly a man among them who cares whether the Post Office Department pays or does not pay.

They are very much more concerned in being provided with good service, so that in case of emergency, extreme sickness, or death they shall have the opportunity to have a prompt delivery of letters that they deposit in the post offices of the country or in street letter boxes in cities or in rural free-delivery boxes in the country.

The people who have their chosen Representatives in this building do not want their Postal Service hampered by unjust interference with their rights and privileges by orders from their official servants who temporarily occupy positions of executive authority. The executive departments have their limitations. But they should understand they are not the law-making power, but they are to execute the laws created by the Congress and approved by the President.

The Post Office Service has grown to wonderful proportions. It is of immense value. It is more valuable to-day than it ever was, and when the people are deprived of the privileges that they once enjoyed and that they have especially enjoyed during the last 15 or 16 years, when they are ruthlessly deprived and wronged in their service, they are indignant, and so indignant that when they come to vote next November they will not blame the Representatives for losing their routes, because they realize that my colleagues and myself have tried to have their privileges restored. I will put in the RECORD and now ask permission to extend my remarks in the RECORD by putting in the routes that have been changed and the methods of change and the destruction of the carriers. Now, I will bring you a little illustration of one of my towns where a carrier was obliged to give up on account of ill health. The department had no sub-

stitute in line to put in his place. I sent one carrier who had been thrown out in the cold by reason of changes in another part of the district and he was assigned to duty temporarily, but his service was continuous. He has performed the work satisfactorily, but now the department has begun an examination to fill a vacancy there, notwithstanding this carrier, who had given good service when thrown out of employment by this unwise consolidation of postal districts. He is liable now to be thrown out entirely and a civil-service examination held to fill the place he now holds as a civil-service employee. Why he could not just as well have continued his service where he is employed, although it is on a route different from that he carried originally, as to have some one come in there and take it entirely out of his hands, I do not know. I am at a loss to understand the methods of the department, but I believe that they have not realized the great growth of the Post Office Department, the great growth of the business of the department and the advantage there is in the prompt delivery of letters, in having them delivered without delay, and the advantage that is in a business and social sense.

These changes that have been made destroy the social centers, deprive the people particularly of receiving their correspondence promptly, and if anybody has any merchandise sent to them now where these routes have been changed, from business houses or elsewhere, they have to go and hunt up their missing packages and spend a day or two trying to find them, and then they have to pay extra postage to have their second-class mail forwarded. There is absolutely no excuse for this utter demoralization of the rural service in the district which I represent, and I take that as a fair sample that there is no excuse for it anywhere. Take the paltry sum of \$5,000,000 to spread over the United States which they claim they save by this process, why it is not anything to be considered when the service is depreciated at all. Even if they save \$5,000,000, people in small towns want their service. Maybe in some of the departments they may have men employed who do not appreciate the value of a letter, do not know anything about the real benefits of the service, but my constituents want good service. They have had the service for 16 years; and to have it demoralized by unwise action on the part of the Post Office Department is wrong in principle, and unless prompt action is taken to change existing conditions, the dissatisfaction of patrons of the Rural Free Delivery Service will continue to multiply with results that can only be prophesied but not foretold. [Applause.]

Mr. Chairman, I ask unanimous consent to extend my remarks in the RECORD.

The CHAIRMAN. The gentleman from Massachusetts asks unanimous consent to extend his remarks in the RECORD. Is there objection? [After a pause.] The Chair hears none.

Mr. GREENE of Massachusetts. Mr. Chairman, availing myself of the privilege granted me, I submit the following information regarding other rural free delivery routes in my district:

The city of Attleboro has four rural free delivery routes, and one rural free delivery route from Rehoboth has been transferred to Attleboro and the Rehoboth carrier has been dismissed.

The rural free delivery route from Somerset was divided into two parts, one being transferred to Swansea and the other to Dighton. Somerset had excellent steam railroad facilities and ample mail service. No advantage to patrons accrued.

The rural free delivery route from Myricks was divided into two parts and the carrier was dismissed; one part going to Assonet and the other to Taunton. Myricks post office was located at the junction of two railroad divisions and its mail service was excellent.

The rural free delivery route from Lakeville was transferred to and absorbed by Middleboro and the Lakeville carrier was dismissed. Lakeville post office is located opposite the railroad station and has good service.

The rural free delivery service from East Norton was transferred to Mansfield, many miles away, and the carrier was dismissed.

The rural free delivery route from North Westport was changed and several patrons were deprived of the service.

The rural free delivery routes from Westport and South Westport were changed and many patrons had their service very seriously affected by delays in the transmission of the mails, which have been previously alluded to. If any new territory has been supplied which would offset the demoralization and overturning of these routes I am not advised. This enumeration only the more strongly emphasizes the necessity of competent examination and investigation by post-office inspectors before entering upon the campaign of destruction.

There is one other important feature in the bill now under consideration—H. R. 10484—to which I invite attention, beginning with line 10, page 14 of said bill, at the words "*And provided further,*" and continuing on lines 11, 12, 13, and 14 on said page 14. There were a number of cases in different parts of the United States where the letter carriers had been employed to take letters from street letter boxes in cities and carry them to central post offices at certain specified hours, so that the letters could be sent on outgoing mails and thereby business could be greatly facilitated.

The Post Office Department determined that these letter carriers, who were generally of the highest grade and were regularly enrolled as carriers and were entitled, under the law, to \$1,200 per annum, were not carriers but were collectors, and the compensation was reduced to \$1,000 per annum. The law does not provide for collectors. But these carriers were reduced \$200 each per annum and were informed that if they refused to accept this reduction of salary their services could be dispensed with. The work of carrying letters from street letter boxes to the post offices is as important as any other part of the Postal Service, and I am gratified that the Committee on the Post Office and Post Roads have provided for correcting the injustice which a number of letter carriers have suffered by this arbitrary ruling of the Post Office Department.

There were 3 such carriers employed in the city where I reside and 42 were employed in Boston, Mass., of which I have knowledge, and doubtless many elsewhere, who will receive the compensation of which they were unlawfully deprived by the passage of this bill.

There are several bills now being considered by the Committee on the Post Office and Post Roads that, it is promised, will be reported from that committee, which, if they are passed by the Congress and are approved by the President, will more clearly define the status of the Rural Free Delivery Service and its employees.

Mr. MOON. Mr. Chairman, my good friend from Massachusetts never sees anything good in anybody or anything except himself and the Republican Party.

Mr. GREENE of Massachusetts. Oh, I have not mentioned the Republican Party.

Mr. MOON. I know the gentleman did not, and that is just what I am going to say. The gentleman was asked—

Mr. GREENE of Massachusetts. And I am ready to talk now—

Mr. MOON. I am not yielding now. The gentleman was asked a few minutes ago whether these carriers were Republicans, and the gentleman said he did not know, and he did not care about that. Now, in Massachusetts with three straight Republican administrations and everything made Republican in the way of carriers, it seems to me that the gentleman from Massachusetts ought to have known the political status of the carriers in his district, and if he does not know the facts in reference to the rural carriers better than he does the rural-delivery status, he does not know much about this matter—

Mr. GREENE of Massachusetts. Will the gentleman yield for a moment?

Mr. MOON. Yes.

Mr. GREENE of Massachusetts. I will say to the gentleman that the district I represent, in the city of which I was mayor for six years, I never knew either Democrats or Republicans, but they all voted for me and they vote for me now. There was no division in—

Mr. MOON. Of course if they all voted for the gentleman we know what they are even if he does not know. [Laughter on the Democratic side.]

Mr. GREENE of Massachusetts. They do not, and the gentleman will find that out in the next election.

Mr. MOON. Mr. Chairman, the gentleman states that he made a complaint about the first rural route that was disturbed and that the department came along and fixed that one up just like it ought to be, as they wanted it; and the result of that was it disarranged every other route. The gentleman ought to wait until they get to it and fix up the balance, because the department does not want to disarrange any of the gentleman's routes or others and inconvenience the public. They want to arrange these routes for the convenience, as the letter of the department shows, of the Congressmen and the people, and—

Mr. GREENE of Massachusetts. They want to do it now, but they did not then.

Mr. MOON. They intended to do that and they have done it. The arrangement made in the gentleman's own district is up to the meeting of this Congress and shows the relative length of the route to be less than 5 miles between old routes and new in length. I asked the gentleman if he was not willing to concede or did not agree that where the Government could make a

route 30 or 40 miles long and save the cost of a carrier and do as efficient and as good service to the public as heretofore, whether it ought not to be done there, and he was not willing to answer. I know there are places where this new service is put that it ought not to be put in and ought to be taken out, but it takes time to do that. Now, I am going to ask unanimous consent to place in the RECORD.

Mr. DOWELL. Will the gentleman yield just for one question?

Mr. MOON. Yes; I will yield to the gentleman.

Mr. DOWELL. Do I understand you to say that these will be corrected?

Mr. MOON. I had read from the Clerk's desk a letter addressed to me by the department, from the Fourth Assistant Postmaster General, having this matter in charge, to the effect that as rapidly as possible it would be done in the immediate future, and that you would have not only one but two inspections, if necessary, to bring about the correction.

Mr. DOWELL. Is that to be all through the system where the changes have been made?

Mr. MOON. Every single place in the United States where there is a complaint.

Now, in order that the gentleman from Massachusetts [Mr. GREENE] may be correct, I will ask that the statement of the department showing the extension of rural routes ordered from March, 1913, to November 8, 1916, be included in the RECORD.

The CHAIRMAN. Is there objection to the request of the gentleman from Tennessee? [After a pause.] The Chair hears none.

The following is the report:

Statement showing by States extensions of rural service ordered from Mar. 4, 1913, to Nov. 8, 1915—Continued.

MASSACHUSETTS.

Office.	Route.	Old length.	New length.	Date effective.	
Amesbury.....	1	24.60	29.50	Nov. 16, 1915	
Do.....	2	19.80	27.70	Do.	
Amherst.....	2	23.40	25.60	June 1, 1913	
Andover.....	1	19.70	22.26	June 1, 1914	
Do.....	2	22.125	23.50	Do.	
Astonet.....	1	22.60	27.90	Dec. 1, 1915	
Athol.....	1	24.60	27.30	Nov. 16, 1915	
Do.....	3	25.70	26.40	Aug. 1, 1913	
Attleboro.....	1	24.60	28.50	Dec. 1, 1915	
Do.....	2	25.10	28.24	Do.	
Auburn.....	1	22.28	23.38	June 16, 1913	
Do.....	1	23.38	24.49	Jan. 1, 1914	
Barre.....	1	19.30	20.16	June 16, 1914	
Do.....	1	20.16	28.10	Nov. 16, 1915	
Bedford.....	1	23.70	27.20	Do.	
Bernardston.....	1	22.40	30.60	June 1, 1915	
Billerica.....	1	27.60	28.00	Nov. 16, 1915	
Bolton.....	1	24.60	27.10	Do.	
Boston.....	1	24.40	24.62	Mar. 16, 1913	
Do.....	4	23.10	23.28	Mar. 16, 1915	
Do.....	4	23.28	23.39	Dec. 1, 1915	
Bridgewater.....	1	20.20	23.10	Do.	
Do.....	1	23.10	28.50	Dec. 16, 1915	
Brimfield.....	1	16.20	20.20	Aug. 1, 1915	
Brookfield.....	1	22.20	28.40	Nov. 16, 1915	
Bryantville.....	1	20.75	21.20	July 1, 1915	
Buzzards Bay.....	1	16.60	17.30	Do.	
Chelmsford.....	1	22.80	27.80	Nov. 16, 1915	
Do.....	2	20.40	23.50	Do.	
Chester.....	3	20.48	28.68	Do.	
Cohasset.....	1	20.40	25.30	Apr. 1, 1913	
Concord.....	1	23.90	24.60	Sept. 1, 1913	
Do.....	1	24.60	25.20	Jan. 1, 1915	
Do.....	2	23.30	23.60	July 1, 1913	
Do.....	2	23.60	23.70	Aug. 1, 1914	
Danvers.....	2	23.70	27.80	Nov. 16, 1915	
Dodge.....	1	22.20	28.30	Dec. 1, 1915	
Dover.....	1	25.00	26.90	Do.	
East Brookfield.....	1	20.80	21.20	May 1, 1915	
Do.....	1	21.20	25.50	Nov. 16, 1915	
East Pepperell.....	1	25.20	28.00	Do.	
East Taunton.....	1	23.10	29.00	Dec. 1, 1915	
Feeding Hills.....	1	23.20	28.70	Nov. 16, 1915	
Framingham.....	1	24.90	28.10	Do.	
Do.....	2	22.10	28.70	Do.	
Gardner.....	3	23.20	26.60	Do.	
Do.....	1	26.70	27.40	Dec. 1, 1915	
Greenfield.....	1	22.30	31.00	June 1, 1915	
Groton.....	1	24.40	26.90	Nov. 16, 1915	
Hallifax.....	1	24.30	27.20	Dec. 1, 1915	
Haverhill.....	2	24.80	25.80	Feb. 1, 1914	
Do.....	2	25.80	26.10	Dec. 16, 1915	
Hingham.....	1	22.00	24.37	June 16, 1914	
Do.....	1	24.37	27.275	Dec. 1, 1914	
Holbrook.....	1	27.275	30.45	Dec. 1, 1915	
Hubbardstown.....	1	20.20	20.50	Feb. 16, 1914	
Do.....	1	24.80	28.10	Nov. 16, 1915	
Ipswich.....	1	28.10	28.80	Dec. 20, 1915	
Do.....	3	25.70	27.90	Nov. 16, 1915	
Jefferson.....	1	11.40	17.60	Aug. 10, 1914	
	1	20.20	27.10	Nov. 16, 1915	
				Total.....	167

Statement showing by States extensions of rural service ordered from Mar. 4, 1913, to Nov. 8, 1915—Continued.

Mr. MOON. I know we are going to have in a little while some complaints, probably, along the same line, because other gentlemen are laboring under the same trouble and want to

have their routes adjusted. I think it is very well that we have the expression of some other persons connected with this matter, and I am going to ask, in view of the complaint that I know is coming from Indiana, to have a letter, written at La Fayette, Ind., and addressed to the Postmaster General, placed in the Record. I do not believe I will take the time to read it now. It shows that the service adjusted there has been entirely satisfactory, just as it was in the district of the gentleman from Michigan [Mr. BEAKES], and which is as we propose to do in all the districts.

The CHAIRMAN. Is there objection to the request of the gentleman from Tennessee to print the letter referred to. [After a pause.] The Chair hears none.

The following is the letter referred to:

UNITED STATES POST OFFICE,
Lafayette, Ind., January 18, 1916.

HON. ALBERT S. BURLESON,
Postmaster General, Washington, D. C.

SIR: According to Representative WOOD, of this district, the motorization of rural routes is a failure. To substantiate his claim he refers to conditions in this county. He says he receives complaints every day from patrons on rural routes out of this office. I do not wish to cast any reflections upon the integrity of Representative WOOD. He is a splendid gentleman and a personal friend of mine, but I am afraid he has been imposed upon by designing individuals or people with chronic complaints. During my experience in the post office I have never found people with grievances at all backward about expressing them to the postmaster, and I can say with absolute truth that I am now receiving no more complaints from rural route patrons than I did under the old system of horse-drawn vehicles. There will always be complaints about the delivery of specific pieces of mail, whether on the rural routes or in the cities, partly because of improper addresses and partly because the infallible postal employee does not exist.

I was in this office two years before the motor routes were established and there never was a week, scarcely a day, that I did not receive some minor complaint about the delivery of mail in the rural districts. I still receive those complaints, but even with the increased length of the routes, I am certain I do not receive any more than I did before the more modern service was inaugurated. And for every man who complains to Representative WOOD about the failure of the present plan, I can produce at least one other who will commend it for no other reason than because of improved service accorded him.

There was some confusion when the motor routes were first established here last September, but the rough places were soon smoothed out and by October 1 deliveries were being made with regularity and precision. There were some people who had been passed by when the new routes were established, but when I was in Washington for the postmasters' convention I succeeded in having service restored to such and now the utmost satisfaction prevails in this community, except in some cases where patrons have been changed from the start of a route to the end of it, causing them to get their mail an hour or so later. But because of this same fact consider the pleasure of those who are receiving deliveries earlier than they formerly did. The two classes balance.

The two daily papers of this city are of different political faith from that of the present post-office administration, still not one word of criticism has appeared in the columns of either concerning the motor routes.

I am very sorry there has been such a mix up over the motor routes established in Wayne County, this State. The papers there are referring to the situation in this county and quoting Representative WOOD to show that the new system is a failure here. They are attempting to serve a partisan purpose, no doubt, and to do so they are not confining themselves strictly to the truth. I am not familiar with conditions in Wayne County, but I can see no reason why motor service should not be successful there after the confusion of the first few weeks has been straightened out, if the people interested refuse to be stampeded by selfish agitators.

Since December 24 we have had some very trying days upon which to attempt the delivery of mail in the rural districts. Deep snows, very slippery roads, very rough roads, and still 6 of our 11 carriers covered their entire routes without the help of an assistant, and the other 5 men divided their routes with helpers, and the delivery of the mail went on just as satisfactorily as it ever did under like conditions during the existence of the antiquated horse-drawn routes.

I sincerely hope you will not be swerved from your excellent course for the additional improvement of the rural service through the agency of motor routes by the present agitation in this State, and I am perfectly willing to have anyone investigate conditions in this county to determine whether or not your plan is a success.

Respectfully,

CHAS. H. BALL, Postmaster.

Mr. MOON. Mr. Chairman, also I will insert in the Record, with the consent of the committee, another letter, in view of the complaints coming from Georgia, because they are suffering from similar trouble. It is written from Barnesville, and shows the situation down there.

The CHAIRMAN. Is there objection? [After a pause.] The Chair hears none.

The following is the letter referred to:

UNITED STATES POST OFFICE,
Barnesville, Ga., January 4, 1916.

FOURTH ASSISTANT POSTMASTER GENERAL,
Division of Rural Mails, Washington, D. C.

SIR: I have read with much interest in the daily papers of the contest being made by the Georgia Congressmen over the extension of the present rural delivery system in this State. In some sections their contention may be right, but there are other sections in which this extension can be made with absolute satisfaction to all parties concerned, except the carrier who loses out by the change.

The Rural Free Delivery Carriers' Association are fighting the change with all their power, and seem to have gained the ears of the politicians and officeholders from this section.

I want to say to you in all candor that I have made no statement to your department with reference to the extension of these routes that I am not ready and anxious to prove to your satisfaction.

In order that the facts may speak for themselves I respectfully offer for your consideration the following suggestion: That you select any route out from this office as a demonstration route, name _____ as the carrier, and the mail will be delivered every day in an auto, when such service could be performed in a buggy. Mr. _____ owns an auto suitable for the business, and made the highest mark of any man who took the examination for auto rural carrier here on November 13, 1915, who lives in the delivery of this office. He is about 30 years of age and is an expert automobilist. I have no interest in _____ further than to demonstrate to your department that this service can be performed in a satisfactory manner, and he is the best man to do it.

The service from this office is in need of something, and I believe that a revision according to the department's plans is the very best that can be done. Our carrier No. 3 makes his trips in a Ford car, and has only used a buggy about four days since buying this car some time last spring.

Every energy at my command has been thrown into the running of this office and the improvement of the service, which, I think, will be proven to your satisfaction if you will take the trouble to look over my quarterly reports. The year 1915 shows a gain of more than \$2,500 over 1914. I attribute this gain largely to the increase in parcel post, and I have been very active in building up this branch of the service.

I hope you will give my suggestion consideration, and that it will be received by you in the same spirit in which I make it.

Respectfully,

WILLIAM M. HOWARD,
Postmaster.

Mr. WALSH. Will the gentleman yield?

Mr. MOON. I yield to the gentleman.

Mr. WALSH. I would like to ask the chairman of the committee, in view of the fact that he caused to be read from the desk a letter from the Fourth Assistant Postmaster General stating that as soon as the department could get around to it they would have one or two inspectors sent out into various districts where changes had been made, if he can give any reason why those inspectors were not sent into those various districts before the changes were made?

Mr. MOON. I can give you this, which, I think, is a very satisfactory reason for it: When these routes were established in the first place an inspector was sent to each route. A careful inspection of the whole territory to be covered was made. A diagram exactly indicating the location of the route and the surroundings was made. After the service went into effect another inspection was made, and those changes that were necessary for the convenience and the accommodation of the people were made there, in some instances at their solicitation and in some instances without it. So the department has to-day in the office at all times a complete map of the matter, and not only the map, but they have a file containing the facts and showing the exact situation.

Now, when these routes are to be changed they know the connection of every route, and in most instances it was altogether feasible from the map to lay out the new route; but in a great many instances they did send the inspector, and it must not be assumed here that in every instance the inspector did not go, because it is not true. We have not a great many inspectors—about 400 of them, I believe—with many thousand routes in this country. They were used as far as possible, but where these routes could be, in the opinion of the department, readjusted from the prints and the other information in the office it was done. It turns out, of course, that there are instances where a mistake was made. And that has to be and ought to be readjusted, because if it should appear that from the character of the roads they can not make the trip in the limit fixed, in an automobile, so as to make the saving, then the department, after that experience, of course, will have to abandon that part of the program there. But wherever it has been effectual or can be made use of it is to be done. That is a question of administration, and it is of a tedious administration. It needs careful consideration. And all of the facts necessary can not be obtained from the location by inspectors. There are other facts embodied in the consideration of this whole question that have to be considered.

Now, we may think that individually we know more about this than the men who are engaged in the administration, but my experience is that while we may know more about the legislation that ought to control these matters, in some instances we know mighty little about the administration, the executive duties, that obtain in these matters, and we are too prone to listen to every sort of complaint that comes to us from the people, whether it be from one party or another.

Now, the department can only say that which it has said. It is only fair that time and opportunity be given to effect necessary and proper changes. The department in making the changes, the overwhelming number of which are satisfactory, has done so for the benefit of the people and not to retain carriers or to discharge them. We ought to be better advised than to attempt to embarrass the department by such declarations as are made here.

Mr. WALSH. Will the gentleman yield for just a question?

Mr. MOON. Yes.

Mr. WALSH. Will the chairman of the committee admit that if there be routes existing now upon which changes have been made it will require the examination by one or more inspectors now, and which were not inspected before the changes were made, it would have been better to have sent those inspectors on the ground before the changes were made, in view of the fact that these routes were established many years ago, and with whatever systems of highways may have come into being since the establishment of those routes?

Mr. MOON. Of course; that goes without saying. The gentleman need not ask any such question as that. It is always best when anything is done that every possible fact be obtained in advance of its being done, but sometimes economy and sometimes the interest of the public requires an action that does not enable you to get completely every fact, and it may be better to establish the routes and then readjust them than to attempt to establish them upon all the facts in the beginning and not review them. A second consideration of a case is always best, however careful the first one may have been. Most of the routes readjusted are now satisfactory without the expense attending the inspection.

Now, my own judgment has been that it is always best to know everything that is possible to know before you take up a matter of that kind, but sometimes it is neither convenient nor expedient to do that. That, after all, is only a human affair. We are not dealing with men who are supposed to know more than ordinary human beings. An experimental proposition sometimes determines the best way to establish the final adjustment of a route; in fact, nearly always so.

Mr. HICKS. Mr. Chairman, will the gentleman yield for a question?

Mr. MOON. Yes.

Mr. HICKS. When is it reasonable to suppose that these inspectors will make their reports?

Mr. MOON. The letter of the Fourth Assistant Postmaster General says "in the immediate future." The work is being done on them now.

Mr. HICKS. In six months, say?

Mr. MOON. Yes; I think in less than six months.

Now, Mr. Chairman, I yield to the gentleman from Mississippi [Mr. QUIN] 30 minutes.

The CHAIRMAN. The gentleman from Mississippi [Mr. QUIN] is recognized for 30 minutes.

Mr. QUIN. Mr. Chairman and gentlemen, I rise this evening to answer in part the attack made by the distinguished Republican gentleman from Wyoming [Mr. MONDELL] upon the President of the United States and his policies, especially with reference to the preparedness of this country and the dangers that now confront the people.

There was a time when I did not believe that we needed to go into any unusual preparation. I believed in the proper strengthening of our Army and Navy and coast defenses, but I could not see the wisdom of the extensive program that was outlined by the administration.

The President of the United States a few days ago went over the western portion of this Republic and made speeches that contained statements which astounded me. I could hardly believe that the newspapers were correctly reporting him. I sent over to the Library of Congress and got copies of many newspapers and found that they all agreed as to what he said.

I am a member of the powerful Committee on Military Affairs of this House. We have been holding hearings ever since Congress reconvened, right after Christmas, and the hearings were just closed yesterday. We know what the Army officers and the experts of the War Department saw ahead and what they claimed to need. I analyzed what the President of this Nation said. I reached the conclusion that it is up to this Congress to stand by the administration and give him the power, and give the succeeding administrations the power, to have this country properly guarded, its integrity on the sea, the territory of this Republic, and all that goes with it.

It is hard for a man to change his opinion. But when an opinion is based on only a part of the facts, and when further hearings and evidence show new facts, a Congressman should act like a man on a jury—he should consider all of the facts and evidence. I am thus acting. I am a plain American, and I am naturally pugnacious and, I hope, courageous, and I must deal with truth and candor with both the House and my constituents. I owe it to both to give the reasons why my opinion has changed. [Applause.] But when I see that I had taken a stand based on only such knowledge as I and the country then had, but later, by the hearings in my committee, learn all the facts, which, in my judgment, require me to take a more

advanced position, I am man enough to do my duty by my people and my country. [Applause.] I stand here as the spokesman and direct agent of 230,000 people in 10 counties of southwest Mississippi. They are as good, as patriotic, as brave and chivalrous as any other people on this globe. They have placed me here on the watchtower, and, seeing the danger that I am convinced this country is in, I owe it to them, I owe it to the head of this Nation, I owe it to my own self-respect, as a citizen and as a Congressman, to stand by the program at this time, indorsed by a Democratic President, which this Congress ought to pass, and which I believe it will pass.

First, I desire to say in my judgment the metropolitan press of this country has deceived the people. It has defamed our Navy and our coast defenses. They absolutely made the American people believe that we have no way to defend ourselves against the aggressions of other nations.

I feel it my duty to say what the records show we already have in the way of an Army, a Navy, and coast defenses. Gen. Nelson A. Miles testified before the Committee on Military Affairs the other day that we have, including the last 17 years, 400,000 men with a training of the Regular Army of this Nation; in addition to that another unit of 400,000 men trained in military arts and science from the agricultural or land-grant colleges of this Nation; in addition to that 400,000 men that have had the training of the National Guard soldiery in this Republic; and aside from that, I judge from other evidence before our committee, pupils of a great number of military schools in this Republic, from which we may estimate 300,000 men who have received military training.

We have, in addition to that, 315,000 trained men who were volunteers in the Spanish-American War. So that you see, gentlemen, there are at least 1,800,000 men in the American Republic under the age of 45 years who have had at least some degree of military training.

I submit herewith the present authorized strength of the Military Establishment, 103,647, and the table showing what the present view of the War Department is before our committee:

	<i>Strength as provided by revised draft of House bill to increase efficiency of the Military Establishment.</i>	<i>As now provided by law or Executive order.</i>
Cavalry	20,670	The line of the Army.
Field Artillery	21,792	including Philippine
Coast Artillery	25,203	Scouts, is limited by
Infantry	57,900	act of Feb. 2, 1901, to
Engineers	2,061	100,000 enlisted men—100,000
Porto Rico Regiment	1,930	
Philippine Scouts	12,000	
Recruits, etc. (5 per cent of Cavalry, Field Artillery, Coast Artillery Corps, and Infantry)	6,278	
Total	148,435	
Cadet companies	3,210	No provision for such companies under existing law.
Ordnance Department	1,065	Ordnance Department
Signal Corps	2,698	Signal Corps
Indian Scouts	75	Indian Scouts
Quartermaster sergeants	403	Quartermaster sergeants
Military Academy detachment	632	Military Academy detachment
Total	156,518	Total 103,647

It would appear, therefore, that the bill referred to increases the Army about 53,000 men.

ADJUTANT GENERAL'S OFFICE, February 12, 1916.

That is a small Army compared with the population of this Republic. The War Department of this Republic in its revised program asks for 53,000 more. Surely 156,518 men as a total in the standing Army can not be regarded as a great standing Army, threatening militarism in a Nation of 100,000,000 people. The President in his revised view will be satisfied with several thousand less than the War Department desires.

As to the Navy, I will incorporate in my remarks the testimony of the admirals on that point.

As to our coast defenses, I will also incorporate the testimony of Gen. Weaver; and, by the way, he testified before the Committee on Military Affairs at this session that we have the best coast defenses in the world. Gen. Nelson A. Miles testified virtually to the same thing.

The Times-Picayune, a newspaper published in the city of New Orleans, which circulates in my district, stated more truth than usual in favor of the American Navy in criticizing me editorially when it admitted that Admiral Fletcher had said that the English Navy was the only one that this Republic could not successfully resist.

I wish to say further that this same paper admitted more truth than it ever did before about the coast defenses of this Republic when it admitted in part the evidence of Gen.

Weaver. That paper endeavored to distort what I said in my letter to my constituents, and what the true meaning is, by failing to say that Gen. Weaver predicated his statement that anyone could land upon the shores of this Republic upon the fact that the American Navy had been destroyed and was out of the way. Any fool knows that without a Navy soldiers could land anywhere where we did not have coast defenses. However, if our Navy is intact, as it is now, and our coast defenses as strong as they are now—the Navy holding the seas—every person knows no country could land soldiers on our shores. Our coast defenses can prevent them landing in the defended harbors even if we had no Navy.

Gentlemen, the American Navy, according to all the evidence, which I believe, and which every student of the subject ought to believe, since the German Navy has lost six of its big vessels in the last 18 months, and many small ones and submarines, is second to none on the globe except Great Britain.

Mr. CALLAWAY. Will the gentleman yield?

Mr. QUIN. Excuse me, I can not yield.

Mr. CALLAWAY. I want to correct the gentleman's statement about how many vessels Germany has lost.

Mr. QUIN. I shall be glad to have the gentleman do that.

Mr. CALLAWAY. They have lost 84.

Mr. QUIN. I meant battleships and battle cruisers.

Mr. CALLAWAY. The gentleman had better revise that. They have lost armed cruisers, but not battleships and battle cruisers. Their battleships and battle cruisers are all backed up in the Kiel Canal.

Mr. QUIN. I thank the gentleman for his definite information. He is a member of the Naval Affairs Committee and knows whereof he speaks.

Then, if this Nation has the second Navy in the world, the newspapers of this Republic have fooled a great number of people. And as a further proof that we have the second Navy in the world, I will incorporate in my remarks a statement of the money that has been expended in the last 15 years by all the nations of the world upon their navies. Great Britain has spent more money than the United States, but the United States stands away ahead of Germany, Japan, Russia, France, Italy, or any other nation in its naval expenditures. If our Navy is not second, where has the money gone?

Naval appropriations of the principal powers from 1900 to 1911, inclusive.

Fiscal year.	Great Britain, Apr. 1 to Mar. 31.	United States, July 1 to June 30.	Germany, April to March.	France, January to December.
1900-1901	\$145,792,850	\$61,721,695	\$37,173,074	\$72,633,130
1901-2	150,569,193	68,438,301	46,315,800	67,079,011
1902-3	150,679,328	82,977,641	48,818,700	59,217,553
1903-4	173,548,053	104,126,192	50,544,000	59,740,222
1904-5	179,138,049	116,655,828	49,110,300	60,178,623
1905-6	161,117,947	109,725,059	54,918,000	61,565,779
1906-7	162,954,342	98,392,144	58,344,300	59,514,295
1907-8	151,880,617	117,353,474	69,133,500	60,685,813
1908-9	156,401,161	120,421,579	80,737,628	62,194,915
1909-10	181,936,341	122,247,365	95,047,520	64,889,589
1910-11	202,056,258	111,791,980	103,302,773	74,102,433
1911-12	211,596,296	133,559,071	107,178,480	80,371,103
1912-13	224,443,296	129,787,233	109,989,096	81,692,532
1913-14	237,530,459	136,888,301	112,091,125	90,164,023
1914-15	260,714,275	141,872,786	113,993,329	123,828,872

Fiscal year.	Russia, January to December.	Italy, July 1 to June 30.	Japan, April to March.	Total.
1900-1901	\$42,101,212	\$23,829,206		
1901-2	45,488,462	23,875,532	\$21,373,954	\$423,140,250
1902-3	50,769,465	23,522,400	17,654,528	433,639,620
1903-4	60,018,995	23,522,400	17,553,279	489,053,041
1904-5	58,076,543	24,300,000	10,018,024	497,477,365
1905-6	60,228,444	24,494,400	11,378,202	483,427,531
1906-7	60,705,557	25,865,668	30,072,061	485,846,383
1907-8	43,012,166	27,516,454	35,124,344	504,705,371
1908-9	49,682,452	30,453,697	39,347,332	539,238,793
1909-10	58,059,040	31,812,885	35,005,719	589,008,753
1910-11	46,520,465	40,595,204	36,889,158	615,258,277
1911-12	55,680,915	40,780,987	42,944,329	673,111,187
1912-13	82,019,633	41,893,420	46,510,216	716,335,723
1913-14	117,508,657	49,550,147	48,105,152	791,803,463
1914-15	128,954,733	56,920,440	69,111,653	895,396,033

But if we are in danger, as the head of this Nation has said, do we not owe it to the people to add to and strengthen even our Navy? Do we not owe it to the American Nation to strengthen our coast defenses in a reasonable way? Do we not owe it to the American people to have some kind of citizen soldiery in this Republic? The gentleman from Wyoming [Mr. MONDELL] wanted to know what had changed me from his way of think-

ing. I want to say to him that one of the things is that I have the utmost confidence in Woodrow Wilson as a man. I have the utmost faith in him as a gentleman and a patriot, and I have all the confidence in the world in him as a statesman and as the President of this great Republic. [Applause.] Furthermore, the testimony during the past several weeks—which is only finished a day or so ago—before the Military Affairs Committee by the Army experts and others shows the plain need of the reasonable strengthening of our defenses on land and sea.

I want to say that the head of this Nation, who is charged with all responsibility in dealing with foreign nations, states that he has information that has never been submitted to Congress. He states that he has information which leads him to know that this Nation right now is in danger and peril. In other words, he says things which warn us that we are sitting on an international volcano, and when he says that, I consider it my duty to take cognizance of such a statement coming from the President. The gentleman from Wyoming [Mr. MONDELL] said that I am hanging onto the coat tail of President Wilson. I wish to say to you, my good Republican friends, that is a mighty good coat tail to hang onto. [Applause on the Democratic side.] And when that coat wears out, we Democrats will get him another. [Applause.] And it is evident that our great President will wear out many coats before the American people will be willing to relieve him of the noble service he is rendering them during this period of international crises. [Loud applause.]

Another reason why I changed my mind and determined to stand by President Wilson in his preparedness policy is that when I see Republicans attacking him and his policies and some stabbing him in the back, I know it is time for me to get behind his coat and stand there ready to take a fall out of you and all other enemies of Democracy. [Applause on the Democratic side.]

Mr. MONDELL. Will the gentleman yield?

Mr. QUIN. I yield to the gentleman.

Mr. MONDELL. When did the gentleman's conversion, like unto that of Saul of Tarsus, occur?

Mr. QUIN. It occurred, as I have told you, after the President informed the country and us through his speeches of the great danger that we are in and after further hearings before our great committee demonstrated conclusively that the President is right. Much of the world is at war.

Understand me that I am not for the biggest Navy in the world, and the President is not advocating that. Let us be fair with him.

As I understand the President and as I think for myself, I am for a Navy sufficient to protect this country against any probable combination of adversaries who may, for one reason or another, at any time in the future, bring on war with this country. I believe in a good, strong Navy—it is our first line of defense. If we have a strong Navy no other nation will molest our citizens or their property on the high seas. This Nation has grown out of its swaddling clothes. Its prosperity depends very largely upon its foreign commerce. The surplus cotton of the South and the surplus cattle, corn, and wheat of the West must be shipped and sold abroad in order to produce a trade balance in favor of this country every year; otherwise the prices of these raw products will go down till our people are in poverty. The people of the South lost several hundred million dollars during 1914 because the outbreak of the European war ruined the price of cotton and its sale and shipment abroad, and right now, if we had a good enough merchant marine to carry promptly all our export cotton and enough good battleships to say to all the world, cotton is not contraband, and never was and never should be, therefore let our cotton alone, cotton would be 5 cents per pound higher than it now is. The cotton farmers of my district are as greatly interested in and will be as much benefited by a powerful Navy as the sea-coast city people are, and more so.

And I want to discuss this continental army proposition that you speak of. President Wilson has been fair with the Military Affairs Committee. He has not for one moment endeavored to choke that committee and make it take a continental army nor anything else. I wish to say that the Military Affairs Committee have been listening all these days to all this talk from Secretary of War Garrison and the staff officers and Army officers and many others on down to its closing session yesterday.

Further answering the cynical inquiry a moment ago from the gentleman from Wyoming [Mr. MONDELL] as to my change of attitude, I have had no change of attitude on the Army matter. I never did believe in a great standing Army, and I so said, and I stick to it. It is un-American, undemocratic. I took my political life in my hand for the sake of convictions

in that matter, and I stated that if the President should stand for a big continental army I would even fight the President's idea favoring that, because it would burden the taxpayers, bring about militarism, and threaten the liberties of the people. I submit that it now appears I was right, for this day it is evident to all of us that the big continental-army plan that has been so much talked and written about is as "dead as a doornail." I feel I helped to kill it. If the President ever favored it, he no longer does. You will see, before our Military Committee gets through, it will report a people's bill—one like I then and now advocated. So I have not changed so much as others have. The Secretary of War has resigned because we would not accept his big continental-army plan, and the President will agree on a compromise to use the National Guards of the several States as the basis of military preparedness. That continental-army plan was the first step toward compulsory military service in this country, and I am glad to hang crêpe on the door of its sepulcher.

We are going to strengthen the Army properly, and we are going to fix a citizen soldiery in this Republic that is going to be wise, judicious, and economical, both for the present and for the future. Who could object to such a democratic policy?

We should and will strengthen our coast defenses, wherever needed, so that our guns from our forts can shoot as far and as hard as any gun can shoot at our forts from an enemy ship.

I also think the Government should build, own, and operate a sufficient plant, or plants, to manufacture its war materials, so as to prevent private monopoly from overcharging the Government for whatever materials it may wish or need to buy. We are going to build a plant to make nitric acid out of air. It is the one thing that must be done. Powder and explosives can not be manufactured without this acid. We now get our supply from Chile. In war we might not have access to that source.

The nitric acid that goes into commercial fertilizers costs our farmers annually \$77,000,000. That acid costs \$225 a ton. The expert before our committee demonstrated we can make it out of air at a cost of \$50 to \$75 a ton. He certified \$3,000,000 would erect plants to make all powder for the Government in time of peace; that \$40,000,000 would erect plants for powder-manufacture purposes and for all the commercial fertilizers now used by the farmers in this Nation, and that at a saving to the Government and the farmers of 50 per cent. We would save the farmers \$40,000,000 a year on the nitric acid that goes into the fertilizers they buy. Who of you would dare vote against this?

It is natural for me to pay the utmost respect to the views of the President; and if the gentleman from Wyoming [Mr. MONDELL] asked if my Saul of Tarsus conversion came about in that way I desire to say to him that I have stated what changed my opinion, and the Good Book says that "a wise man changes his mind but a fool never." [Laughter.] However, I wish to add, some of our ablest men can not change their minds, as well as millions of our intelligent citizens, in favor of preparedness. Every man has a right to his own opinion. When we set the sedge field afire the rabbits are going to run out, and when your Republican convention meets in Chicago and puts in its platform a plank indorsing what this Congress had done in respect to preparedness, the very things that we are going to do to defend the country against aggression, what are you going to do then? You are going to support it from then on, whether it is the doctrine of Woodrow Wilson or the ex-President to whom you referred; and I wish to say to the gentleman from Wyoming that another reason why I am going to stand by President Wilson is, that I believe the ex-President to whom he referred, Mr. Roosevelt, is going to be the nominee of the Republican Party. I feel that this country is safer in the hands of Mr. Wilson, who we know has done his utmost to keep us out of war. We know that he is a peace-loving man, we know that he does not have the jingo spirit and that he does not want to run down and invade Mexico. He does not want to run over and fly at the throat of some foreign country. That is one reason why I determined to stand by the man whom I believe and know the Democrats are going to nominate to bear the standard of our party, and if all of us Democrats will stand by him in this crucial hour, and help to hold up his hands, he will be in a position to win next November against your nominee, who may be a war man. There are several more reasons I could give you.

I believe that the money to pay for this "preparedness" can be raised in a way that will not hurt the poor people of this Republic. I am in favor and I believe that it is going to be done by this Congress, for there are enough men who are real patriots here who will vote for it, of making the wealth of this Republic pay for this extra expense that will be necessary

to carry out this program—by income and inheritance taxes and other taxes on wealth.

There are men in this country we all know are making tremendous profits out of war contracts. I wish to say to the gentleman from Texas [Mr. CALLAWAY], if he will stand by us, we will get it out of the wealth, and through the income tax, and an inheritance tax, and perhaps a tax upon munitions of war. The Ways and Means Committee of this House should bring in a bill that will force wealth to pay the burden that preparation carries with it.

I will just say to the gentleman from Texas [Mr. CALLAWAY] that the men who have changed from his way of thinking on this business never will change their ideas of raising the money. We are just as true to the men behind the plow and in the workshops of the country as before we changed. Every man in this House knows there has never been a piece of legislation here affecting the laboring man and the farmer when I have not been on the side of the laboring man and the farmer of this Republic fighting for their rights, and I am going to stay there as long as I am in Congress, and I am going to stay on the side of the farmer and the laboring people in this Republic as long as I am able to speak upon this earth.

And if the gentleman from Texas [Mr. CALLAWAY] is a true friend of the American people and the farmers and the laboring men, like I am, that is one of the reasons why he still clings to his ideals, but he is likely to wake up and find that he is mistaken in his views on preparedness. This Nation should be prepared to defend itself, and when the people know all the facts they are going to demand this of Congress. Although I know it will be as hard as pulling eyeteeth for that gentleman to change his set opinion, yet I am satisfied he will finally yield. I know it makes a man who has self-respect for himself struggle to bring about a change of views. It takes either a big man or a little one, whichever you are minded to call it, to change his opinions and convictions on such a serious matter as preparedness. [Applause.] The distinguished leader of the Republican Party, Mr. MANN, of Illinois, changed his views. I have respect for him as a man and a gentleman and a statesman, although he is a Republican. He stood as an economist against big navies and armament, and so on. He had sense enough to see the necessity of reasonable preparedness even before I did. [Applause and laughter.] He had sense enough to realize the dangers that are confronting this country. I admit that I could not see it until all the testimony was taken and the President told us of the great peril, and I do not blame the gentleman from Texas [Mr. CALLAWAY], but I still have hope for his conversion and at least that he will finally support the President. "While the lamp holds out to burn the vilest sinner may return."

I have very definite opinions as to where our future international danger lies, but as a Member of Congress of a neutral nation it is not proper to state those opinions; but from whatever quarter danger comes, self-interest and self-respect demand that this rich, free, proud Nation be in position to repel it.

I am following that man at the other end of the avenue, the President, who warns us of national danger and of our defense needs; and it is our duty to pay attention to him, and the American people believe him.

Do not you know if President Wilson were not honest and sincere in what he said in his recent speeches on his tour through the Middle West he would be the most despised man on the face of the earth; that he would be lashed by the cat-o'-nine-tails of his conscience through all his wakeful hours [applause]; that green-streaked scorpions would sting his soul in his hours of meditation, the furies of hell would torment him during his restless nocturnal repose? [Applause.] Do you not know a man who holds the responsible position of President of the United States would not for political ambition or self-aggrandizement go out to the American people and misrepresent the facts? Do not you know that he is honest and sincere in what he has stated? I know it, and I am going to stand by him and help to hold up his hands while he guides our ship of state through troubled and turbulent waters. If he were dishonest and did that for his personal ambition, Judas Iscariot, Alcibiades, and Benedict Arnold would be patriots and respectable gentlemen as compared to him. Do you not know this, if the President of this Republic, knowing how the American people would regard it, were to deceive them, they believing in his heart, in his soul, and intellectual integrity, in every statement that he made on the platform of this Republic, they would socially ostracise him and politically condemn him and personally curse him? He is the chosen representative of all the people. The President has kept us out of war, when a hot-head would have engulfed us in it. He has kept the interests of the Nation safe

and its honor without a stain. In the presence of such character, learning, goodness, and wisdom party should hide its ugly head and faction should disappear, while the broad sentiments of pure Americanism should, and will, envelop him in its protecting arms. [Applause.]

Believing in the President's integrity as a citizen and as a President, and knowing that he fully realizes what the American people and the whole civilized world would think of him if he attempted deception, it is my duty to stand by him and help him fight his battles against those who are trying to down him. [Applause.] I am going to put the 230,000 people whom I have the honor to represent on the safe side. I am going to put them on the side of President Wilson. I am going to put them by my voice and my vote in this Congress on the side of what I believe is right in this great crisis. If I could not properly represent my people in a great emergency like this, I would feel ashamed. I wish to say, my friends, that, wrestling with my conscience and what my duty is on this question, after I heard the things that the President recited, after I read his utterances, and after having heard all the evidence before my committee, I reached the conclusion that it is my plain duty to stand by him. I have been honored with a great committee assignment at this great crisis. Now, the Committee on Military Affairs owes it to the American people to do the clean thing. It owes it to the farmer, the blacksmith, the shopman, the millionaire, and all to give them righteous and judicious legislation. You gentlemen know Chairman HAY. I wish to say I am willing to follow him anywhere. [Great applause.] He is a patriot. He is a statesman. He knows more about the military affairs of this Republic than any other single man in the Army or anywhere else. [Applause.] You need not be uneasy about the bill that our committee is going to report. It is going to correspond with what is right and just, and at the same time meet the approbation of President Wilson and the American people. It is going to be a bill that Republicans, Democrats, and Bull Moose all alike can support in a solid phalanx. [Applause.]

I further have confidence in the Committee on Fortifications. That committee is not going to ask this Congress to waste any money, and I do not believe that the Committee on Naval Affairs is going to do it either.

The CHAIRMAN. The time of the gentleman has expired.

Mr. QUIN. Mr. Chairman, can the gentleman yield me a little more time?

Mr. MOON. I will yield the gentleman 10 minutes.

Mr. QUIN. I thank the gentleman indeed for giving me additional time, and I wish to say on the question of who is to pay for this great expense, my friend from Texas agrees exactly with seven-eighths of the Democrats of this House. He agrees with me that wealth can be made to pay and not feel it at all. Why is it that we should, in this great crisis, not put the burden where it belongs? The United States Government, through special privileged legislation, has allowed great fortunes to be builded up in this Republic. If Mr. Rockefeller has millions a year as an income, why should he not be required to have 25 per cent, or more if necessary, taken in taxes for the national defense? Why should not a man who has an income of \$5,000 a year pay something, and with a gradual increase up to the men who have \$500,000 make them go into their jeans and pay into the American Treasury the necessary money to protect them against aggression or invasion. What millionaire is there in this Republic who would feel the effects of such an income tax? Upon the poor it would be a burden; but, my friends, if it is absolutely necessary, and you could not get it all out of wealth, it is our duty to make the preparation for the proper defense of this Republic, even if we have to place a part on labor.

The man behind the plow has confidence in his Congressman. I know the man behind the plow in my district has confidence in my judgment. I have confidence in him. I know he has confidence in my integrity, and while I have told him I have been against the program as at first outlined, he knows my heart and my sentiment, and being his spokesman here on the watchtower to look out for him, when I see the danger that this Republic is in, when I see the peril which the President has told us faces this great Nation, I know it is my duty to come out and say that preparation must be made, even if a part of its cost falls on the producing masses. But we can keep it from going there. We have it in our power and we are going to do it and put it on the people of this Nation who are able to bear it, upon the people who have the ability to pay it and not feel it. I never have believed in the outrageous Republican doctrine that we should get all the taxes out of the people who toil. I believe the American people know that there has been a system of legislation that has enabled great fortunes to pile up, and have fully realized that

this great wealthy class ought to contribute more to the support of the Government. This Congress owes a higher duty, to see that if we put this burden upon the public we should lay it on those who are able to pay it and not feel that they have been taxed.

If the man who has \$50,000,000 income has \$10,000,000 taken out to put upon the national defense, how does he feel it? How does he suffer? They are the ones who have been clamoring the most for this national insurance. They are the people who have felt the danger the most. They are the people who proclaim loudest that this Nation should have the proper defenses to protect them and their property rights as well as the balance of the people and property in the Nation. Do you not think it is necessary to protect ourselves by an absolute guaranty that we know a national defense program will bring forth? [Applause.]

This free Republic has cost too much in blood and treasure in establishing its liberty, its principles, and its independence, and it means too much to the present and future generations of Americans, and it means too much as a beacon light extending its rays over the earth as a hope and encouragement to all mankind, to permit its glorious career to be checked by international war when it is not prepared for safe defense of its rights, its interests, and its safety, when all this can now be secured at relatively small cost. This Nation will never be the aggressor, I hope; but I want it to be organized industrially and in military, coast defense, and naval strength, so that if attacked it can acquit itself with honor and safety and thus pursue, under God's guidance, its grand career as the "land of the free and the home of the brave." [Loud continued applause.]

I herewith insert the following evidence, most of it taken last Congress, showing we have the second Navy and best coast defenses in the world:

Mr. WITHERSPOON. Now, according to the Navy Yearbook, Germany has battleships built, building, and authorized, 39. Would you say that if she could send all those ships against us, we would not be able to resist them?

Admiral FLETCHER. I should say that we ought to, if we have the greater force.

Mr. WITHERSPOON. Yes; we ought to. Certainly we ought, and we could.

Admiral FLETCHER. Yes, sir; the greater force should win.

Mr. WITHERSPOON. Yes; we could.

Admiral FLETCHER. I think so.

Mr. WITHERSPOON. Now, it has been stated to us that if Germany were at war with us she could not afford, either, to send more than one-half her ships against us.

Admiral FLETCHER. That I do not know.

Mr. WITHERSPOON. I am not asking you whether you do or do not. Assuming that she could send only half her 39, would you not say that we could successfully resist that number?

Admiral FLETCHER. Yes, sir; I would say so if all our force is available to meet her.

Mr. WITHERSPOON. I would, too. Now, take France. This Navy Yearbook says that France has a grand total of battleships, built, building, and authorized, of 29—11 less than we have. Would you not say that if she sent all hers against us that we would be able successfully to resist them?

Admiral FLETCHER. Yes; our force available being the greater.

Mr. WITHERSPOON. And if she sent only one-half of them we would not have much of a fight, would we?

Admiral FLETCHER. No; we ought not to.

Mr. WITHERSPOON. That is the way I look at it. Here is Japan, which, according to the Navy Yearbook, has only 19 battleships, or 21 less than we have got. If Japan should send all of her 19 against us, do you not think we would be able successfully to resist them?

Admiral FLETCHER. Yes; I should say so, if all of our force were free to meet them at the time.

Mr. WITHERSPOON. And if she did not send but half of them there would not be much of a scrap would there?

Admiral FLETCHER. Probably not.

Mr. WITHERSPOON. Now, here is Russia, that the Navy Yearbook says has a grand total of battleships, built, building, and authorized, of 15. If she should send all of them against us, would you not say that we could successfully resist them?

Admiral FLETCHER. Yes, sir.

Mr. WITHERSPOON. And if she sent half of them there would not be any fight at all, would there?

Admiral FLETCHER. Not much.

Mr. WITHERSPOON. Here is Italy, that has a grand total, according to the Navy Yearbook of 17 battleships. We could successfully resist them, whether she sent all of them or a part of them, could we not?

Admiral FLETCHER. Yes; I think so.

Mr. WITHERSPOON. Now, Austria-Hungary, according to the Navy Yearbook, has a grand total of battleships, built, building, and authorized, of 10. We could successfully resist them, could we not?

Admiral FLETCHER. I think so.

Mr. WITHERSPOON. Then what nation is there that we are not prepared successfully to resist? There is not one on earth, is there, Admiral—not a single one?

Admiral FLETCHER. Well, Judge, I think there is.

Mr. WITHERSPOON. Well, which one? I have gone through the big ones. Tell me which one.

Admiral FLETCHER. I should say that England has a navy so much more powerful than that of any other nation in the world that she could easily keep control of the seas.

Mr. WITHERSPOON. England. Well, what other one, then?

Admiral FLETCHER. I do not think we need greatly fear any other single nation.

Mr. WITHERSPOON. Then there is no other nation except England that, in your judgment, we could not successfully defend ourselves against?

Admiral FLETCHER. I think that is correct; yes.

Admiral FLETCHER. England has many ships which are very nearly of the same power of our own ships of same date of building.

Mr. WITHERSPOON. Let us see about that, now. I do not believe she has, though you know more about it than I do. In this Navy Yearbook, which gives a list of the English battleships, I find that the last five dreadnaughts that England built or is building are named the *Royal Sovereign*, *Royal Oak*, *Renomes*, *Revolution*, and *Revenge*, each of which has a tonnage of 26,000.

Admiral FLETCHER. Yes, sir.

Mr. WITHERSPOON. And we have two ships, the *Pennsylvania* and the No. 39, which have a tonnage of 31,400, and then we have authorized three more that are to have a tonnage, as I understand, of 31,000.

The CHAIRMAN. Thirty-two thousand.

Mr. WITHERSPOON. Thirty-two thousand tons. In other words, the tonnage of the *Pennsylvania* and No. 39 is 5,400 tons greater than that of the last five English dreadnaughts that are building, and the last three dreadnaughts that we are building have a tonnage of 6,000 tons greater than the last five English ships. Do you tell me that these English ships are equal to ours?

Admiral FLETCHER. No; I did not say that.

Mr. WITHERSPOON. Do not you regard them as inferior to ours?

Admiral FLETCHER. Yes; as near as we can estimate.

Mr. WITHERSPOON. I do, too. And the armament of these five ships is eight 15-inch guns, while the armament of the five American ships I have referred to is twelve 14-inch guns. Which is the more powerful armament, eight 15-inch guns or twelve 14-inch guns?

Admiral FLETCHER. I think the twelve 14-inch guns more powerful, but I am not sure this opinion is concurred in by all authorities.

Mr. WITHERSPOON. Then, understanding your testimony, after re-viewing it, do you want us to understand that England is the only nation on earth that has a navy that we could not successfully resist?

Admiral FLETCHER. I think that is the fair conclusion; yes, sir; at the present time.

Mr. WITHERSPOON. Well, I wanted to get your views about that, because I do not like to hear Americans running around and talking about the German Navy being superior to ours. I know it is not so.

Admiral BADGER. You have not heard me say that.

Mr. WITHERSPOON. No; and I am glad that is so. I hope you never will say it, because there is not any truth in it.

Secretary DANIELS. I think when the war is over in Europe the countries are going to be so exhausted in their resources and are going to be so burdened with debt that there is going to be a great revulsion of feeling against war. I think there is going to be such exhaustion and reaction that the people are going to demand the cessation of this ever-increasing burdensome expense of war.

On page 572 appears the following report of the Secretary's testimony before the committee:

Secretary DANIELS. He [the President] absolutely refuses to lose his head merely because "some among us are nervous and excited." Even if the times are internationally out of joint, no occasion has arisen with us to plunge headlong into any frenzied policy or frantic action.

The new dangers which have arisen because of international complications have made the President realize the necessity for the program of national defense, and he changed his mind to meet these new dangers and conditions.

We have spent \$200,000,000 on our coast defenses in recent years, and in a rigid examination, Gen. Weaver, Chief of Coast Defenses, testified in this hearing a year ago that our fortifications were ample and the most efficient in the world. In summing up his testimony Gen. Weaver says:

I have been a close student of the whole subject, naturally, for a number of years, and I know of no fortifications in the world, so far as my reading, observations, and knowledge goes, that compare favorably in efficiency with ours (p. 77, hearings before the Fortifications Subcommittee of the Appropriations Committee).

Within the past few weeks Gen. Weaver has reiterated his testimony given a year ago.

Gen. Nelson A. Miles, in a statement the other day, testified to the strength and efficiency of our coast fortifications. He said:

Having had much to do with placing and construction of our fortifications and inspecting every one along the Atlantic, Pacific, and Gulf coasts, as well as having had an opportunity of seeing all the great armies of the world and many of their strongest fortifications, including the Dardanelles, I am prepared to say that our coasts are as well defended as the coasts of any country with the same class of high-power guns and heavy projectiles, and I have no sympathy for the misrepresentations that have been made in the effort to mislead the public. Our Nation is composed of sovereign citizens who appreciate their independence and realize the difference between their condition and that of the millions of men now mere subjects of some despotism and used as food for powder.

It has been said by the critics of our naval strength that our Navy lacks auxiliary vessels. Admiral Blue, Chief of the Bureau of Navigation, in his testimony a year ago said:

I believe I am correct in stating that we have now more auxiliary vessels in the Navy than any other nation maintains in times of peace (p. 40, hearings before House Naval Affairs Committee).

Another criticism of the Navy, which has appeared in all the eastern papers and many elsewhere, is that our Navy is deficient in submarine strength. Admiral Fletcher, commander of our fleet, testified before the House Naval Affairs Committee, and as to submarines he said:

I should think it would be reasonable precaution to provide a few more submarines, considering our extensive coast line in the Atlantic and in the Pacific. Yet I will say that compared to other nations, we are well provided with submarines to-day (p. 520).

In a further statement the admiral said:

I think a reasonable increase of submarines, 8 or 10, or something in that vicinity, would be a proper increase.

I would say in an emergency some vessels are ready to-day; some would be ready to-morrow; but I would say that all of them could be ready within a week (p. 561 of the hearings).

And finally, in this testimony which Admiral Fletcher gave before the committee a year ago, he said that—

England is the only nation on earth that has a navy we could not successfully resist.

In a report made recently, Admiral Fletcher tells us that our Navy is 15 per cent stronger now than it was a year ago, and that in accuracy of gunfire it has improved 30 per cent in the past year.

Testifying last year as to the progress of the Navy, Secretary Daniels said:

The Navy program has been upgrade all the time. The Navy is getting better every year. The present Congress gave three dreadnaughts and we have 7,000 more trained men in the Navy than a year ago (p. 597 of the hearings).

Mr. STEENERSON. Mr. Chairman, I yield 10 minutes to the gentleman from Pennsylvania [Mr. GARLAND].

Mr. GARLAND. Mr. Chairman, I have been in this Congress since the day it opened, and only on one occasion before have I risen to my feet on this subject. I have noticed the speeches made on preparedness on both sides of the House; but with all the eloquence that has been expended here for the purpose of building up an Army and Navy, there has been no plan that would induce men to come forward and join. We must have prepared men if we want to be prepared.

Mr. Chairman, under date of January 10, 1916, I introduced House joint resolution 93, the purpose of which is to authorize the appointment of a commission in relation to educational, vocational, and military-naval training:

Resolved, etc. That a joint commission be constituted to be known as the joint commission on educational, vocational, and military-naval training, to be composed of three members of the Senate, to be appointed by the Vice President, and three Members of the House of Representatives, to be appointed by the Speaker. The said joint commission be, and is hereby, directed, authorized, and empowered to examine, consider, and submit to Congress recommendations upon the following, to wit:

The need of educational, vocational, and military-naval training in the United States.

Whether national grants should be made to the various States to stimulate vocational and military-naval training, or whether schools or colleges should be established under the direct control of the United States and maintained entirely as national institutions.

If the said commission shall recommend that schools or colleges shall be established and maintained by the United States, then to recommend where not less than 20 such schools or colleges should be placed.

Whether a proportion of such schools should be established on the coasts for educational, vocational, and naval training exclusively.

To make recommendations as to the course of instruction in agricultural, trade, and industrial subjects as well as in military and naval training to be given in such schools and colleges, and to recommend the minimum age at which boys shall be admitted to such schools or colleges and the method of selecting the said pupils.

To make recommendations as to the total number of pupils to be received annually and to estimate the annual cost of the maintenance of such schools and colleges.

To make recommendations as to whether pupils who have been trained in such schools or colleges shall be subject to the call of the United States for military or naval services, as the case may be, and the number of years during which this condition of service shall prevail and whether such pupils shall during such period, when they are so subject to call for service, serve a limited time each year to perfect their military or naval training.

To make all other recommendations pertaining to the subject matter which aid in rendering more efficient a system under the control of the United States Government for educating boys while at the same time preparing them for military or naval service. To report as to whether such training shall be free of all cost to the said pupils and whether any monetary compensation shall be given the said pupils in the event of their being called for annual training after graduating from the said school or college.

The said commission shall report their finding to Congress on or before October 1, 1916, together with a bill embodying their recommendations and establishing such educational, vocational, and military-naval training schools or colleges. The sum of \$10,000 is hereby appropriated, the same to be immediately available out of any funds in the Treasury not otherwise appropriated, to defray all necessary expenses of said joint commission, payment of said expenses to be made upon vouchers approved by the chairman of said joint commission, who shall be selected by the commission.

The investigations suggested in the resolution are for the purpose of submitting to Congress a bill involving a comprehensive plan to establish camps or barracks on land now owned or that may be purchased by the Government, and with suitable buildings thereon to conduct schools for vocational training, including agricultural pursuits, mechanical trades, erection of houses, and so forth; the manufacturing of arms, ammunitions, building of ships, and manufacturing or assembling of all parts thereto; in fact, teaching knowledge of all things and equipment that may enter into the art of modern warfare on or under land and sea.

When a plan for the establishment of such camps or barracks with schools for said purposes has been decided on, applications to enter such schools may be received from young men between the ages of 17 and 21 years to enter for a period of three years for vocational training, with such educational training as may be found necessary, together with such military training and naval training as may be necessary to fit and equip them for first-line war service against any foreign nation that may attempt to invade our shores or possessions or to destroy our

rights, privileges, or commerce at sea. That such application may provide that the applicant may not be permitted to engage in case of war until he has attained the age of 18 years. Further, that after the matriculation period the applicant shall receive a certificate stating the different trades or vocations he was employed at during tuition and marks showing proficiency therein. The application may further provide that the applicant will for the period of four years after the matriculation period be available to and will hasten to the call of the United States Government wherever he may be should any foreign nation or nations attempt to invade our shores or possessions or destroy our rights, privileges, or commerce at sea.

This plan should provide for the payment of wages to the applicant during the period of education for the number of hours employed, at no less compensation than is paid for like service during apprenticeship in industries or pursuits of a like nature by private corporations; the Government, however, retaining such an amount from the compensation as may be equal to the cost of maintenance from each student.

It is not the intention that this plan should in any way interfere with the present Army, Navy, or State National Guards, unless it be provided that men who are now therein may be given voluntary opportunity, irrespective of age, to take the course of training offered by this plan.

Not less than 20 camps of this kind, which number has been suggested, should average each 5,000 students and 10,000 acres of land; more students and more acreage can be included on interior land camps than on camps near water, where shipbuilding can be carried on, they being for naval training.

After the initial cost of the land and perhaps some improvised building, the cost to the Government would be nil, as the munitions, arms, all upkeep, and equipment furnished by the students, tradesmen, and tutors would take the place of that otherwise purchased by the Government.

Personal experience warrants the declaration that the most serious problem for the average workingman, and in fact for the entire family, to solve is what shall the average boy or girl do in life after leaving school if, indeed, the privilege of remaining in school to 16 has been accorded them? The period provided in this plan is just the time of life when the boy has come to an age when his services will help in the upkeep of the family. He is eager and anxious to do something, the pulsing blood of his young manhood cries out for a chance to know how to do something to carry him through life, and he can offer nothing to him who employs but his young strength. Strong muscles alone are plenty and usually cheap. The trained hand and brain must accompany the strong back, else the chance of remunerative employment is small. The opportunity to learn a trade or a profession, a vocation, if you please, under this plan, would bring to the defense of this country in time of stress, great hordes of grateful, intelligent, trained, and patriotic citizen soldiers and sailors.

I do not wish to discourage attempts to increase our defenses, as I am personally for adequate preparedness in the best manner attainable, but additional men must be trained in time of peace to be effective.

On January 19, Maj. Gen. Leonard Wood, before the Senate Military Committee, expressed the belief that compulsory service should be resorted to. Oh, perish the thought of conscription in time of peace in America! Admiral Fletcher's report shows one division of the Navy alone on last June's review was short 1,350 men and officers. This, after we had feared we might be involved in war for nearly one year.

These are authorities.

But can we wonder at the nondesire of young men to enlist in times of peace, when the prospects are that at the end of the three or five year period of enlistment they will probably be less able to meet life's problems or to earn a living than when they went into enlistment?

That this plan would attract more men than could be accommodated to enter the Army and Navy can not be doubted when we remember that every private and semiprivate institution of vocational training of any note in this country is crowded, not alone with scholars but with applications; and the great agricultural colleges of each State can not take care of the demand or the demands for place in their own confines. The needs of our country are apparent to all, and as we must be prepared, then, for the sake of humanity, for the sake of efficiency and the men we must and do always depend on to go to the rescue of the country—the poor boy, the sons of the farmer, the sons of the men in the mills, mines, factories, and of those engaged on our transportation lines; for the sake of the younger brothers of the soldiers and sailors now in the service, all of whom will go to make up the Army and the Navy. Give them

a chance to live as other men live when not engaged in protecting us from foreign world powers.

That a wondrous lesson is at this moment being taught in the present European war of the advantage of vocational training and soldiering combined over soldiering alone, can not be denied, but at this time I will not go further in that, but data, proof, and reason are at hand to further support the whole idea suggested and will be given before the committee when opportunity occurs, and will in any event be placed in the Record at a future time if permitted. [Applause.]

Mr. MOON. Mr. Chairman, I yield five minutes to the gentleman from California [Mr. KETTNER].

Mr. KETTNER. Mr. Chairman, there have been several bills introduced at this session of Congress with a view to creating a tariff commission. As a director of the Chamber of Commerce of the City of San Diego for a number of years, I have continuously advocated a nonpartisan tariff commission. I was very glad, indeed, when I saw that some of my colleagues from California had introduced bills along this line; then that the gentleman from Illinois, the distinguished Republican leader, Mr. MANN, had introduced one; and when later on the gentleman who is now in the chair, a member of the Ways and Means Committee, Mr. RAINY, introduced a similar bill, I reached the conclusion that we shall have a tariff commission before this Congress adjourns. In that connection I should like to have the Clerk read a letter I have received from the Chamber of Commerce of the United States of America along these lines.

The CHAIRMAN. The Clerk will read the communication. The Clerk read as follows:

CHAMBER OF COMMERCE OF THE
UNITED STATES OF AMERICA,
Washington, D. C., February 4, 1916.

Hon. WILLIAM KETTNER,
National Councillor, *Chamber of Commerce, San Diego, Cal.*

DEAR SIR: In view of the general public interest at this time in the question of a permanent tariff commission, we feel that as national councillor for the San Diego Chamber of Commerce you should be fully informed regarding the activities of the Chamber of Commerce of the United States in advocating the establishment of such a commission.

At the first annual meeting of the Chamber of Commerce of the United States of America, January 21-23, 1913, a resolution was adopted in favor of the establishment of a permanent tariff commission, and was referred to the board of directors for submission in referendum form to the constituent members of the chamber in order to ascertain their views.

The proposition was submitted to the organization members on April 30, 1913, in the following form:

ORGANIZATION OF COMMISSION.

First. That the appointment of the commission, following the usual procedure, be vested in the President with the advice and consent of the Senate.

Second. That in order to make the commission an effective administrative body the number of commissioners should be limited, preferably not more than five.

Third. That the term of office of members of the commission should be sufficiently long to give the board stability and permanency, preferably six years, and the terms of members should expire in rotation as in the Interstate Commerce Commission.

Fourth. That a provision should be made for minority representation as in the case of the Interstate Commerce Commission, where not more than three of the five members shall be of one party.

POWERS OF COMMISSION.

First. To gather, investigate, and tabulate technical and statistical facts of all kinds pertinent to the tariff schedules, both in this and other countries.

Second. The reports of the commission should be confined to ascertained facts and should exclude recommendations unless called for by the body having power to institute tariff legislation. The information secured by the commission should be available to either House of Congress and to the President.

The result of the referendum was 715 votes in favor of a commission to 9 opposed. The aggregate membership of the organizations that voted affirmatively was approximately 114,000. The national chamber has ever since actively urged the creation of a commission.

In February, 1915, the delegates to the third annual meeting unanimously reaffirmed the position of the national chamber as determined in the referendum of 1913. It may fairly be assumed that the 600 delegates at this meeting indirectly represented dominant opinion among the 279,000 business men comprising the membership of the 624 federated commercial organizations.

From the time when the membership of the national chamber first indicated through the referendum its unmistakable attitude, the board of directors has sought in every proper and appropriate way to advance the idea of a permanent tariff commission. The present committee, which directs the efforts of the national chamber in this direction, was appointed by authority of the board of directors in the summer of 1915. That the original attitude of the membership of the national chamber as expressed by the votes cast in the referendum and as reiterated at successive annual meetings in fact persists, is clearly manifested by the fact that about 200 of the organizations in the membership of the national chamber have appointed committees of their own to advance the cause of a tariff commission. These local committees have joined with the committee of the national chamber in presenting the arguments which support the proposal that a commission should be created.

When the pamphlet which states these arguments was sent to the Members of Congress, the acknowledgments indicated keen interest and a ready disposition to give careful consideration.

Very truly yours,

ELLIOT F. GOODWIN, *Secretary.*

The CHAIRMAN. The time of the gentleman has expired.

Mr. MOON. Mr. Chairman, I yield five minutes to the gentleman from Indiana [Mr. GRAY].

Mr. GRAY of Indiana. Mr. Chairman, I only want to ask leave to extend my remarks in the RECORD, in order to insert certain letters and communications with regard to certain automobile routes, and to pay my special respect to this system, under the five-minute rule.

The CHAIRMAN. The gentleman from Indiana [Mr. GRAY] asks unanimous consent to extend his remarks in the RECORD. Is there objection? [After a pause.] The Chair hears none.

Mr. STEENERSON. Mr. Chairman, I yield 10 minutes to the gentleman from New York [Mr. PLATT].

Mr. PLATT. Mr. Chairman, I have studied section 17 of the Post Office appropriation bill with some care in order to try to find out whether it is fair to the small railroads, the trolley roads, and the ferryboats that carry the mail. They are not well treated under present arrangements, and I can not quite make out whether this bill gives them any better treatment or not. There has been in a great many places a taking away of the mail from those small lines, to the great inconvenience of a good many people. We used to hear complaints about the way freight was routed by railroads, sending it over long lines instead of sending it over short lines. Now, I happen to know of a case where the United States Government sends mail 150 miles to get it 3 miles, and connecting those 3 miles are trolley roads and ferryboats, and also a railroad going across a bridge. Instead of using any of those routes the United States Government sends this mail from Poughkeepsie, which is my home city, on the Hudson River, to Albany, 75 miles. It is sorted there, and comes down on the West Shore Railroad to Highland and the town of Lloyd, a town of about 2,800 people, opposite Poughkeepsie. Connecting Highland with the town and village of New Paltz, a village of about 1,200 people, is a trolley road, and that trolley road runs from the ferry. The distance from the ferry landing to the village of Highland is a little more than a mile and to New Paltz 9 miles.

There is a trolley, of course, in the city of Poughkeepsie, running down to the ferry, so that there is a complete connection either way. The screen-wagon man from the Poughkeepsie post office, going to the New York Central Railroad station, also goes within 1,000 yards of the ferry. There used to be a mail service by way of the ferry and the New Paltz trolley railroad. It has been taken off. Now, as I say, it takes 150 miles to go those 3 miles. The result is that mail deposited in the Poughkeepsie post office, a city of 32,000 inhabitants, after the shopping time in the afternoon, can not get these 3 miles in time to go out by the rural delivery routes the next morning.

Mr. STEENERSON. Mr. Chairman, will the gentleman yield there?

The CHAIRMAN. Does the gentleman yield?

Mr. PLATT. I will.

Mr. STEENERSON. Has the gentleman called the attention of the officials of the Post Office Department to this matter?

Mr. PLATT. I have. It comes under the Second Assistant Postmaster General's department, under the Division of Miscellaneous Transportation.

Mr. STEENERSON. What excuse did they give for that situation?

Mr. PLATT. I can not make it out, quite; but they have promised to investigate it, and they have been over it several times. As nearly as I can make out, it is partly red tape and partly a tendency to do business only with the trunk lines, the big railroads, and partly bureaucratic inertia that holds the matter up. The mail used to be taken down to the river and put on the ferry, which crosses the river every half hour. Sometimes the trolley on the west side, which runs only every hour, was not there at the moment the mail was taken over, and then they would throw the mail sacks off on one side to wait for the trolley to come along. There were doubtless sometimes a few minutes when the mail sacks were unguarded. I have heard that given as a reason for the discontinuance of the ferry service, but other ferry services on the Hudson were discontinued at the same time, and I am of the opinion that the real reason was the tendency to deal with the big railroads, routing mail very much as package freight is routed by the railroads to a central sorting point. If the ferry route is not considered entirely satisfactory the mail could be sent all rail across the Poughkeepsie Bridge.

Mr. STEENERSON. Has the gentleman had any conversation with the Superintendent of the Mails about it?

Mr. PLATT. I have had conversations with the division superintendent, and have thought at times that I was making

some progress, but nothing has been done to restore the service yet.

Mr. STEENERSON. It seems to me it involves a great waste of public money.

Mr. PLATT. Probably it does. At the time the ferry service was discontinued there was not a great deal of mail to cross the river, but since the parcel post was put in there has been a good deal of increase in the mail, and there always was as much mail as goes out on an ordinary rural delivery route, and probably more. Besides that, the villages on the west side of the river, as well as the city of Poughkeepsie, have grown. It is time, in my judgment, that that very curious situation should be remedied, as complaints are becoming more and more frequent.

Mr. STEENERSON. Has the gentleman any suggestion for legislation or is that an administrative matter purely?

Mr. PLATT. No; I have no present suggestion to make. I have only made complaint as others have done. Possibly I may find some place for a suggestion as to legislation when we come to the discussion of this bill under the five-minute rule. Mr. Chairman, I yield back the balance of my time.

The CHAIRMAN. The gentleman from New York [Mr. PLATT] yields back five minutes.

Mr. ELSTON. Mr. Chairman, I ask unanimous consent to extend my remarks in the RECORD by inserting a communication addressed to me by the San Francisco Chamber of Commerce concerning neutral rights on the high seas.

The CHAIRMAN. The gentleman from California asks unanimous consent to extend his remarks in the RECORD for the purpose indicated. Is there objection?

There was no objection.

Following is the communication referred to:

SAN FRANCISCO CHAMBER OF COMMERCE,
February 4, 1916.

Hon. J. A. ELSTON,
House of Representatives, Washington, D. C.

DEAR SIR: The San Francisco Chamber of Commerce, representing the business interests of the community of San Francisco, has for some time viewed with considerable apprehension the interference with American neutral trade on the seas by the British Government. Silence on this subject has not indicated acquiescence in the moral or legal justice of the course of the British Government, but has thus far been dictated by a desire to be of as little embarrassment to the Federal administration as possible in handling the delicate situation with which it is confronted.

The propriety of this communication has been suggested by the thought that further silence on the part of an organization representing the business interests of the community of San Francisco might prove misleading as to the popular sentiments entertained here.

We fully recognize, and we trust justly appreciate that the rights of neutrals during the course of any war must be nicely adjusted with regard to the rights of belligerents; but appreciating that under the principles of international law belligerents may have rights more or less clearly defined, we also recognize that under those same principles neutrals likewise have certain clear rights, and among them is the right of neutral trading under appropriate conditions.

There seems to be little opportunity for differences of opinion as to what really constitutes absolute contraband of war concerning which a neutral can insist upon no right that his trade should be protected. The difficulty appears to arise with reference to those commodities designated as conditional contraband of war, and those articles which may be classed as conditional contraband of war appear to become extended with more reference to the necessities of the belligerents than with regard to the rights of neutrals.

We are not disposed to quarrel with any rights which belligerents may assert as the result of an actual blockade, but we believe that our Government can with dignity and propriety protest against any claim on the part of any belligerent to enjoy the same rights from a paper blockade which might be justly claimed in the case of an actual blockade. Upon like reasoning we protest against the extension of the doctrine of continuous voyage asserted by the British Government, which, we are advised, goes further than any doctrine of continuous voyage ever asserted by our Government or maintained by our courts. And in this connection we call attention to an instructive and interesting article in 29 Harvard Law Review, pages 195 and following (Dec., 1915).

We also protest against any arbitrary declaration that foodstuffs should be deemed absolute contraband of war. In this connection we would call particular attention to the effect of such efforts upon one of California's main industries, the fruit industry, which has suffered and is suffering seriously from the interference by belligerents with the marketing of those products and is and has been entailing enormous financial loss to the producers of this State.

While we do not think it would be becoming for us to suggest a method by which these protests could be made effective by the administration if they be deemed proper as in the delicate position in which the United States of America find themselves placed by this great war it would appear to be the part of patriotism to allow our problems to be solved by our constituted authorities, we nevertheless desire it to be known that we would approve any action by the administration which sought to make its protests along the lines suggested effective by even prohibiting the exportation of arms or munitions of war on the part of all persons in the United States, or the further subscribing to war loans of the belligerents by any person in the United States.

Very respectfully,
SAN FRANCISCO CHAMBER OF COMMERCE,
S. B. MCNEAR, Vice President.

Mr. PLATT. Mr. Chairman, I ask unanimous consent to extend my remarks in the RECORD.

The CHAIRMAN. The gentleman from New York [Mr. PLATT] asks unanimous consent to extend his remarks in the RECORD. Is there objection?

There was no objection.

Mr. STEENERSON. Mr. Chairman, I yield to the gentleman from Michigan [Mr. SMITH].

Mr. TAGGART. Mr. Chairman, will the gentleman wait for just a moment?

Mr. SMITH of Michigan. Certainly.

Mr. MOON. Mr. Chairman, I yield to the gentleman from Kansas.

Mr. TAGGART. Mr. Chairman, I ask unanimous consent to insert my remarks in the RECORD on the occasion of the birthday of Abraham Lincoln, and referring to some of the men who served under him.

The CHAIRMAN. The gentleman from Kansas [Mr. TAGGART] asks unanimous consent to extend his remarks in the RECORD touching Abraham Lincoln. Is there objection?

There was no objection.

Mr. STEENERSON. Mr. Chairman, I yield five minutes to the gentleman from Michigan.

The CHAIRMAN. The gentleman from Michigan [Mr. SMITH] is recognized for five minutes.

Mr. SMITH of Michigan. Mr. Chairman, I would like also to have the privilege of extending my remarks and making some observations on the natal day of President Lincoln.

The CHAIRMAN. The gentleman from Michigan asks unanimous consent to extend his remarks in the RECORD on the subject of Lincoln's birthday. Is there objection?

There was no objection.

Mr. SMITH of Michigan. Mr. Chairman and gentlemen of the House, I have listened with much interest this afternoon to the explanation that has been made of the Post Office appropriation bill, now under consideration, and I have been very much gratified to learn the acknowledgment made by the chairman, Mr. Moon, that the changes heretofore made of the rural routes were not proper; and that the committee has reported an extra increase in the appropriation beyond that which was asked for by the Post Office Department of \$4,500,000 for the purpose of again readjusting this highly appreciated service and correcting the mistakes made. The report shows that there are 43,800 rural routes in the United States; that a total appropriation of \$316,364,879 for the Postal Service for the fiscal year 1917 is asked for, as against \$313,364,667 for the last appropriation; that the sum asked by the department to carry on the rural service is \$48,500,000, but that the committee has asked that this amount be increased to \$53,000,000. I hope the amount asked for by the committee will be allowed and the extra amount will permit the rural routes to be again restored to those deprived of them.

I have received a great many complaints, but it would do no good for me to go into a history of them. In fact, I could not in the very brief time allotted to me. But I will say that when the changes were made they were made up without the knowledge of anyone that the routes were to be changed. No one was consulted and, as one speaker said a few minutes ago, "made by some clerk here in Washington and from charts here." The character of the road has much to do with the mail carrier and changes when made should consider the highways as well. But with the assurance from the chairman of the committee that they are to be readjusted, I trust that all those who have had this service for a number of years, with the mail carried to their doors, will be put back upon their routes and have the same service which they have heretofore had; because I consider that where the mail has been delivered for a number of years, in some cases as high as 15 to 30 years, a mail box becomes as much an attachment and as much an appurtenance to a place as if it were a building, and it certainly is a great convenience.

I have also listened with a great deal of interest this afternoon to the discussion upon preparedness and national defense, and while I have been listening I have thought of the communications which I am receiving every day. Nearly every one of the speakers presents a different idea and a different theory. I hope the time will never come, but if it does and our soldiers are called to the colors to defend our country, that they will not have to fight in the trenches with crowbars, as it is reported the Russians did at Pryzemel. I hope that one rank will never have to stand behind another, waiting until the foremost man falls in order to be furnished with a rifle with which to defend his country, and that we will have more ammunition than will last our Army and Navy two hours in action. [Applause.] I do not think, Mr. Chairman, that all of preparedness consists in a large standing army and a great number of men. I believe that if the history of the European war has taught anything, it has taught the fact that they can enroll men a great deal

more quickly than they can equip them. For that reason it seems to me that some of the gentlemen who are talking of and looking only to a large Army and a large number of men ought to see to it that we have ample equipment for them. We are the inventors of the aeroplane. Is it possible that we have only 20 that are fit for service to-day? We are the inventors of the submarine. Is it possible that we had only 1 out of 29 that could dive in the naval evolutions at Norfolk last year? I believe in reasonable preparation and equipment for the Army and Navy; then when danger comes we will have something to do with. [Applause.]

ABRAHAM LINCOLN.

But, Mr. Chairman, it was my purpose in arising to speak briefly of our beloved martyred President, Abraham Lincoln, compatriot of Washington; the one the father and the other the savior of his country. The spirit of the present times brings their memory strongly in the light of to-day. Illustrious in arms, both unfaltering patriots and peerless statesmen, but, over and above all, they were true Americans. Each piloted his country through a storm which lasted through dreary years and left us a heritage for which they pledged their lives; and to-day we are brought to a realization, as never before, of the legacy and inheritance bequeathed to us and to our children. Each was at once the right one to guide the destiny of the Nation. Each left the structure of our liberty and the foundations of our institutions more secure and more firmly established. Being 7 years of age when the bugle sounded for the conflict, it was not my privilege to have ever seen the supreme Lincoln, but the esteem and love in which the brave boys who fought the great battles of that momentous war hold him leave no shadow on his greatness. They hold his every act in greatest reverence and admiration and cherish it as a priceless boon to have been in his presence. His acts were all founded on high principles of religion and statesmanship, and yet he loved most of all to be styled one of the plain people. He was most forgiving, gentle, and tender-hearted. He builded his future greatness upon the great truth uttered centuries before, that "a house divided among itself can not stand." He started in life in the frontier. He was captain of a company in the Black Hawk War in 1832, at the age of 23, and began a military career. He was postmaster of his home town of Salem. He served for four terms as member of the State legislature; he served one term as a Member of Congress, from 1837 to 1839; and during all these years, it is stated, he devoted himself assiduously to the study of books of learning. He was most familiar with the Bible, and his afterlife showed him to be well educated. He was proud of being termed one of the common people. In one of his speeches in Ohio, in 1859, it is recorded of him that he stated, "I am most happy that the plain people understand and appreciate this." Time does not permit me to even allude to many of his wise sayings, but allow me to quote these few:

A private soldier has as much right to justice as a major general—

And they sang, "We are coming, Father Abraham, 300,000 strong."

I believe this Government can not endure permanently half slave and half free.

I do not expect the house to fall, but I do expect it will cease to be divided. It will become all one thing or all the other.

What constitutes the bulwark of our liberty and independence? It is not our frowning battlements, our blustering seacoasts, our Army and our Navy; these are not our reliance against tyranny. Our reliance is the love of liberty which God has planted in us.

He fought to save the Union. He lived to see the war ended, but passed away just as the sun's rays were shedding their golden hues over a united country—a Union saved. And with the ages will his life and memory be a light to guide our destiny. He was born February 12, 1809, and died a martyr April 15, 1865, mourned by the world.

"His tongue is mute; his heart may pulse no more;
Yet men so good and loved do never die;
But while the tide shall flow upon the shore
Of time to come, a presence to the eye
Of nations shall he be, and evermore
Shall freemen treasure in historic page
This martyr-hero of earth's noblest page."

[Applause.]

Mr. MOON. Does the gentleman desire to go on?

Mr. MANN. Oh, it is Saturday night.

Mr. MOON. Very well; I move that the committee do now rise.

The motion was agreed to.

The committee accordingly rose; and the Speaker having resumed the chair, Mr. RAINY, Chairman of the Committee of the Whole House on the state of the Union, reported that that committee had had under consideration the Post Office appropriation bill, H. R. 10484, and had come to no resolution thereon.

LEAVE OF ABSENCE.

By unanimous consent, leave of absence was granted to Mr. KEARNS for 10 days, on account of business of the House.

SENATE BILL REFERRED.

Under clause 2 of Rule XXIV, Senate bill of the following title was taken from the Speaker's table and referred to its appropriate committee, as indicated below:

S. 3391. An act to amend an act entitled "An act for the relief of Indians occupying railroad lands in Arizona, New Mexico, or California," approved March 4, 1913; to the Committee on Indian Affairs.

ENROLLED JOINT RESOLUTIONS AND BILLS PRESENTED TO THE PRESIDENT FOR HIS APPROVAL.

Mr. LAZARO, from the Committee on Enrolled Bills, reported that this day they had presented to the President of the United States, for his approval, the following joint resolutions and bills:

H. J. Res. 95. Joint resolution authorizing the Secretary of the Navy to receive for instruction at the United States Naval Academy at Annapolis Mr. Carlos Hevia y Reyes Gavilán, a citizen of Cuba;

H. J. Res. 98. Joint resolution making part of the appropriation "Construction and machinery, increase of the Navy," in the naval act approved March 3, 1915, available for the extension of building ways and equipment at the navy yards at New York and Mare Island, Cal.;

H. R. 8233. An act granting the consent of Congress to the Republic Iron & Steel Co. to construct a bridge across the Mahoning River in the State of Ohio; and

H. R. 9224. An act providing for an increase in number of midshipmen at the United States Naval Academy.

ADJOURNMENT.

Mr. MOON. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 5 o'clock and 3 minutes p. m.) the House adjourned until Monday, February 14, 1916, at 12 o'clock noon.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS.

Under clause 2 of Rule XIII, bills and resolutions were severally reported from committees, delivered to the Clerk, and referred to the several calendars therein named, as follows:

Mr. SUTHERLAND, from the Committee on Interstate and Foreign Commerce, to which was referred the bill (H. R. 10139) to authorize the city of Fairmont to construct and operate a bridge across the Monongahela River at or near the city of Fairmont, in the State of West Virginia, reported the same without amendment, accompanied by a report (No. 175), which said bill and report were referred to the House Calendar.

Mr. ADAMSON, from the Committee on Interstate and Foreign Commerce, to which was referred the bill (H. R. 9225) granting the consent of Congress to Georgia Lumber Co. to construct a bridge across Flint River, Ga., between Dooly and Sumter Counties, reported the same without amendment, accompanied by a report (No. 176), which said bill and report were referred to the House Calendar.

He also, from the same committee, to which was referred the bill (H. R. 9923) granting the consent of Congress to the county of Mitchell or to the county of Baker, both of the State of Georgia, acting jointly or separately, and their successors and assigns, to construct a bridge across the Flint River, reported the same without amendment, accompanied by a report (No. 177), which said bill and report were referred to the House Calendar.

Mr. DEWALT, from the Committee on Interstate and Foreign Commerce, to which was referred the bill (H. R. 10032) to authorize the construction of a bridge across the Ohio River from a point on its banks, in the city of Pittsburgh, Pa., at or near the locality known as Woods Run, to a point on the opposite shore of said river within the borough of McKees Rocks, Pa., reported the same with amendment, accompanied by a report (No. 178), which said bill and report were referred to the House Calendar.

Mr. DECKER, from the Committee on Interstate and Foreign Commerce, to which was referred the bill (H. R. 6923) to authorize the construction, maintenance, and operation of a bridge across Little River at a point where the line between townships 12 and 13 north, range 8 east, crosses said river, reported the same with amendment, accompanied by a report (No. 179), which said bill and report were referred to the House Calendar.

Mr. ESCH, from the Committee on Interstate and Foreign Commerce, to which was referred the bill (H. R. 10238) granting the consent of Congress to Interstate Bridge Co. to construct a bridge across Mississippi River, reported the same with amendment, accompanied by a report (No. 180), which said bill and report were referred to the House Calendar.

Mr. HUGHES, from the Committee on Education, to which was referred the bill (H. R. 11250) to provide for the promotion of vocational education; to provide for cooperation with the States in the promotion of such education in agriculture, the trades, industries, and home economics; to provide for cooperation with the States in the preparation of teachers of vocational subjects; and to authorize the appropriation of money and to regulate its expenditure, reported the same without amendment, accompanied by a report (No. 181), which said bill and report were referred to the Committee of the Whole House on the state of the Union.

Mr. KENT, from the Committee on the Public Lands, to which was referred the bill (H. R. 177) authorizing the Secretary of the Interior to accept the relinquishment of the State of Wyoming to certain lands heretofore certified to said State, and the State of Wyoming to select other lands in lieu of the lands thus relinquished, reported the same without amendment, accompanied by a report (No. 182), which said bill and report were referred to the Committee of the Whole House on the state of the Union.

Mr. CARAWAY, from the Committee on the Judiciary, to which was referred the bill (H. R. 6456) relating to appeals and writs of error and costs thereof, reported the same without amendment, accompanied by a report (No. 183), which said bill and report were referred to the House Calendar.

REPORTS OF COMMITTEES ON PRIVATE BILLS AND RESOLUTIONS.

Under clause 2 of Rule XIII.

Mr. HOUSTON, from the Committee on War Claims, to which was referred the bill (H. R. 8057) for the relief of the legal representatives of Napoleon B. Giddings, reported the same without amendment, accompanied by a report (No. 184), which said bill and report were referred to the Private Calendar.

CHANGE OF REFERENCE.

Under clause 2 of Rule XXII, committees were discharged from the consideration of the following bills, which were referred as follows:

A bill (H. R. 6943) granting an increase of pension to William F. Pike; Committee on Invalid Pensions discharged, and referred to the Committee on Pensions.

A bill (H. R. 6660) granting an increase of pension to Chris Schneider; Committee on Invalid Pensions discharged, and referred to the Committee on Pensions.

A bill (H. R. 9399) granting a pension to Elisha J. Catlett; Committee on Invalid Pensions discharged, and referred to the Committee on Pensions.

A bill (H. R. 8885) granting an increase of pension to Collingwood Boulter; Committee on Pensions discharged, and referred to the Committee on Invalid Pensions.

A bill (H. R. 1007) granting a pension to Fred A. Heimberger; Committee on Invalid Pensions discharged, and referred to the Committee on Pensions.

PUBLIC BILLS, RESOLUTIONS, AND MEMORIALS.

Under clause 3 of Rule XXII, bills, resolutions, and memorials were introduced and severally referred as follows:

By Mr. MONDELL (by request): A bill (H. R. 11408) adding certain lands to the Teton National Forest, Wyo.; to the Committee on the Public Lands.

By Mr. BORLAND: A bill (H. R. 11409) to provide for the purchase of four sites for munition factories in the interior of the country; to the Committee on Military Affairs.

By Mr. MONDELL: A bill (H. R. 11410) to advance funds for the construction of the Star Valley and Jackson Hole Road within the Teton National Forest, in the State of Wyoming; to the Committee on Agriculture.

By Mr. STEPHENS of Nebraska: A bill (H. R. 11411) to provide for the payment of drainage assessments on Indian lands in Nebraska; to the Committee on Indian Affairs.

By Mr. ROWLAND: A bill (H. R. 11412) to provide for a site and public building at Philipsburg, Pa.; to the Committee on Public Buildings and Grounds.

By Mr. SMITH of New York: A bill (H. R. 11413) to repeal an act authorizing the construction of a bridge over Niagara River; to the Committee on Interstate and Foreign Commerce.

By Mr. CARAWAY: A bill (H. R. 11414) authorizing a survey of Cache River from its mouth to Algoa, in Jackson County, Ark.; to the Committee on Rivers and Harbors.

By Mr. SEARS: A bill (H. R. 11415) providing for a site and public building for a post office at Fort Pierce, St. Lucie County, Fla.; to the Committee on Public Buildings and Grounds.

By Mr. DUPRÉ: A bill (H. R. 11416) to repeal an act approved March 2, 1895, entitled "An act to amend section 3 of an act entitled 'An act to regulate the liens of judgments and decrees of the courts of the United States,' approved August 1, 1888"; to the Committee on the Judiciary.

By Mr. RANDALL (by request): A bill (H. R. 11417) to clothe all forms of money issued by and under the authority of Congress with power, by law, to pay debts, both public and private, and to strengthen the public credit; to the Committee on Coinage, Weights, and Measures.

Also, a bill (H. R. 11418) providing that post-office laborers shall be placed in the classified civil service; to the Committee on the Post Office and Post Roads.

By Mr. GANDY: A bill (H. R. 11419) providing for the depositing of tribal or trust funds of Indians, and for other purposes; to the Committee on Indian Affairs.

By Mr. CARY: A bill (H. R. 11420) to improve the birthplace of Gen. George Washington; to the Committee on Appropriations.

By Mr. BUCHANAN of Texas: A bill (H. R. 11421) providing for the erection of a public building at Taylor, Tex.; to the Committee on Public Buildings and Grounds.

Also, a bill (H. R. 11422) providing for the erection of a public building at Georgetown, in the State of Texas; to the Committee on Public Buildings and Grounds.

By Mr. BARNHART (by request): A bill (H. R. 11423) to amend section 8 of an act entitled "An act for preventing the manufacture, sale, or transportation of adulterated or misbranded or poisonous or deleterious foods, drugs, medicines, and liquors, and for regulating traffic therein, and for other purposes," approved June 30, 1906; to the Committee on Interstate and Foreign Commerce.

Also (by request), a bill (H. R. 11424) for the relief of certain legislative employees of the Government; to the Committee on Reform in the Civil Service.

By Mr. CARY: A bill (H. R. 11425) to amend section 675 of the Code of Law for the District of Columbia; to the Committee on the District of Columbia.

By Mr. SHERWOOD: A bill (H. R. 11426) to provide for a site and public building at Port Clinton, Ohio; to the Committee on Public Buildings and Grounds.

By Mr. HAY: Resolution (H. Res. 138) providing for the indexing of certain hearings had before the Committee on Military Affairs; to the Committee on Accounts.

By Mr. SMITH of New York: Joint resolution (H. J. Res. 150) requesting the President to issue a proclamation for the observance of February 29 as Prosperity Day; to the Committee on the Judiciary.

PRIVATE BILLS AND RESOLUTIONS.

Under clause 1 of Rule XXII, private bills and resolutions were introduced and severally referred as follows:

By Mr. BOOHER: A bill (H. R. 11427) granting an increase of pension to William A. Rappelye; to the Committee on Pensions.

By Mr. BROWN of West Virginia: A bill (H. R. 11428) granting an increase of pension to Helen B. Harrison; to the Committee on Invalid Pensions.

By Mr. CANTRILL: A bill (H. R. 11429) granting an increase of pension to Mrs. Lucien Young; to the Committee on Pensions.

Also, a bill (H. R. 11430) granting an increase of pension to Elizabeth Black; to the Committee on Invalid Pensions.

By Mr. CARY: A bill (H. R. 11431) granting a pension to Edward J. Gleason; to the Committee on Pensions.

By Mr. COPLEY: A bill (H. R. 11432) granting an increase of pension to Alonzo Ackerman; to the Committee on Invalid Pensions.

By Mr. CROSSER: A bill (H. R. 11433) granting an increase of pension to A. H. Bash; to the Committee on Invalid Pensions.

By Mr. CULLOP: A bill (H. R. 11434) granting an increase of pension to Emry Harrison; to the Committee on Pensions.

By Mr. DENT: A bill (H. R. 11435) for the relief of the heirs of H. Wilkins and R. B. Owens; to the Committee on Claims.

By Mr. FOCHT: A bill (H. R. 11436) granting a pension to Sarah E. Hood; to the Committee on Invalid Pensions.

By Mr. HADLEY: A bill (H. R. 11437) granting a pension to W. W. Batterton; to the Committee on Invalid Pensions.

By Mr. HOLLAND: A bill (H. R. 11438) for the relief of George W. Wood, late a commander in the United States Navy; to the Committee on Naval Affairs.

Also, a bill (H. R. 11439) for the relief of George T. Easton; to the Committee on Claims.

By Mr. HUDDLESTON: A bill (H. R. 11440) granting an increase of pension to Alice V. Barber; to the Committee on Invalid Pensions.

By Mr. HULBERT: A bill (H. R. 11441) granting an increase of pension to Joseph D. Donellen; to the Committee on Pensions.

Also, a bill (H. R. 11442) to award a medal of honor to Joseph D. Donellen; to the Committee on Military Affairs.

By Mr. JACOWAY: A bill (H. R. 11443) for the relief of James A. Frey; to the Committee on War Claims.

Also, a bill (H. R. 11444) for the relief of estate of George Byerly, deceased; to the Committee on War Claims.

By Mr. JONES: A bill (H. R. 11445) for the relief of the estate of C. R. Mason; to the Committee on Claims.

By Mr. KAHN: A bill (H. R. 11446) granting an increase of pension to Maria L. Dougherty; to the Committee on Pensions.

By Mr. KENT: A bill (H. R. 11447) granting a pension to Samantha Williams; to the Committee on Invalid Pensions.

By Mr. MCARTHUR: A bill (H. R. 11448) granting an increase of pension to Harry L. Wilson; to the Committee on Pensions.

Also, a bill (H. R. 11449) granting an increase of pension to Emmet D. Cosper; to the Committee on Pensions.

By Mr. COOPER of West Virginia (for Mr. Moss of West Virginia): A bill (H. R. 11450) granting an increase of pension to Sarah E. Pratt; to the Committee on Invalid Pensions.

By Mr. MURRAY: A bill (H. R. 11451) granting a pension to Wiley A. Cadenhead; to the Committee on Pensions.

By Mr. OLDFIELD: A bill (H. R. 11452) granting an increase of pension to Joseph L. Hall; to the Committee on Pensions.

Also, a bill (H. R. 11453) granting a pension to Leslie G. Phillips; to the Committee on Pensions.

By Mr. OVERMYER: A bill (H. R. 11454) for the relief of Marcus Billstine; to the Committee on Military Affairs.

Also, a bill (H. R. 11455) granting a pension to George M. Federkiel; to the Committee on Pensions.

Also, a bill (H. R. 11456) granting an increase of pension to Michael Moore; to the Committee on Invalid Pensions.

Also, a bill (H. R. 11457) granting an increase of pension to John Ginther; to the Committee on Invalid Pensions.

Also, a bill (H. R. 11458) granting a pension to Lovina Bliss; to the Committee on Invalid Pensions.

By Mr. RUSSELL of Missouri: A bill (H. R. 11459) granting an increase of pension to Nathaniel Gott; to the Committee on Invalid Pensions.

By Mr. SHERWOOD: A bill (H. R. 11460) granting an increase of pension to Peter H. Baker; to the Committee on Invalid Pensions.

By Mr. SIMS: A bill (H. R. 11461) granting a pension to David W. Graves; to the Committee on Pensions.

By Mr. STEELE of Iowa: A bill (H. R. 11462) granting an increase of pension to John W. Adair; to the Committee on Invalid Pensions.

Also, a bill (H. R. 11463) granting an increase of pension to Benjamin F. Lowerre; to the Committee on Invalid Pensions.

By Mr. SULLOWAY: A bill (H. R. 11464) granting an increase of pension to John Miller; to the Committee on Invalid Pensions.

Also, a bill (H. R. 11465) granting an increase of pension to Mary D. Perkins; to the Committee on Invalid Pensions.

Also, a bill (H. R. 11466) granting an increase of pension to Laura A. Baker; to the Committee on Invalid Pensions.

Also, a bill (H. R. 11467) granting an increase of pension to Elsie Hill; to the Committee on Invalid Pensions.

Also, a bill (H. R. 11468) granting an increase of pension to Albert Young; to the Committee on Invalid Pensions.

By Mr. WHEELER: A bill (H. R. 11469) granting an increase of pension to Sargeant B. Crawford; to the Committee on Invalid Pensions.

PETITIONS, ETC.

Under clause 1 of Rule XXII, petitions and papers were laid on the Clerk's desk and referred as follows:

By the SPEAKER (by request): Petition of Camp 770, United Confederate Veterans, urging passage of House bill 478; to the Committee on Pensions.

Also (by request), memorial of St. Louis Branch of the National Security League for preparedness; to the Committee on Military Affairs.

Also (by request), petition of citizens of New Florence, Mo., for national prohibition; to the Committee on the Judiciary.

By Mr. ADAMSON: Petition of citizens of Senoia, Ga., for national constitutional prohibition amendment; to the Committee on the Judiciary.

By Mr. ASHBROOK: Petitions of Rev. M. B. Mead and 26 others, of Roscoe; also Rev. Theodore M. Hofmeister and others, of Coshocton; also Rev. A. Melville Thompson, of Reform Presbyterian Church of Utica; also Rev. A. A. Rolo and 34 others, of Shiloh, all in the State of Ohio, in favor of House joint resolutions 84 and 85; to the Committee on the Judiciary.

By Mr. BRUMBAUGH: Papers to accompany House bill 10595, for relief of Frank Watzek; to the Committee on Pensions.

Also, papers to accompany House bill 11271, for relief of Thomas Outcalt; to the Committee on Invalid Pensions.

Also, papers to accompany House bill 11272, for relief of William H. Zombro; to the Committee on Invalid Pensions.

By Mr. BURKE: Petition of Badger Tanning Co., of Sheboygan, Wis., for House bill 702, the dyestuffs bill; to the Committee on Ways and Means.

Also, petition of 25 citizens of Palmyra, Jefferson County, Wis., asking for the passage of a national constitutional prohibition amendment; to the Committee on the Judiciary.

Also, communication of Branch 9, Local Union No. 89, United Brewery Workmen, of Lomira, Dodge County, Wis., protesting against the passage of a constitutional amendment for nationwide prohibition; to the Committee on the Judiciary.

Also, communication from Local Union No. 332 of United Brewery Workmen, of Watertown, Wis., protesting against the passage of a constitutional amendment providing for national prohibition; to the Committee on the Judiciary.

Also, petition of Wisconsin Chair Co., of Port Washington, Wis., and Barth Bros.' Manufacturing Co., of Port Washington, Wis., for passage of House bill 702, the dyestuffs bill; to the Committee on Ways and Means.

By Mr. COOPER of Ohio: Petition for a Christian amendment to the Constitution of the United States; to the Committee on the Judiciary.

Also, petitions of the Baptist Men's Class of Conneaut, Ohio, and sundry citizens of Hubbard, Ohio, for national prohibition; to the Committee on the Judiciary.

By Mr. DALE of New York: Petition of Retail Liquor Dealers' Association, against prohibition in the District of Columbia; to the Committee on the District of Columbia.

Also, memorial of the International Union of the United Brewery Workmen of America, and Local Union No. 345, of Brooklyn, N. Y., numbering 650 members, against national prohibition; to the Committee on the Judiciary.

Also, memorial of Short Line Railroad Association, of New York, protesting against section 17 of the Post Office appropriation bill; to the Committee on the Post Office and Post Roads.

Also, petition of Penn Mutual Life Insurance Co., of Philadelphia, in favor of House bill 9320; to the Committee on the Judiciary.

Also, petition of Julius Wile, Sons & Co., of New York, protesting against prohibition in the District of Columbia; to the Committee on the District of Columbia.

Also, memorial of Local Union No. 69, International Union of United Brewery Workmen of America, of Brooklyn, N. Y., numbering 590 members, against national prohibition; to the Committee on the Judiciary.

Also, petition of Local Union No. 24, International Union of the United Brewery Workmen of America, numbering 750 members, against national prohibition; to the Committee on the Judiciary.

By Mr. EMERSON: Petition of Detroit Avenue Methodist Episcopal Sunday School, of Lakewood, Ohio, for national prohibition; to the Committee on the Judiciary.

By Mr. ESCH: Protest of Local Union No. 81, United Brewery Workmen, of La Crosse, Wis., against national prohibition; to the Committee on the Judiciary.

Also, memorial of Milwaukee Association of Credit Men, of Milwaukee, Wis., in favor of repealing the national bankruptcy law; to the Committee on the Judiciary.

Also, petition of La Crosse Knitting Works, of La Crosse, Wis., in favor of House bill 702, the dyestuffs bill; to the Committee on Ways and Means.

Also, memorial of New Orleans Association of Commerce, favoring submitting the question of railway mail pay to the

Interstate Commerce Commission; to the Committee on the Post Office and Post Roads.

By Mr. FESS: Petitions of 17 citizens of New Jasper Township, Greene County; 25 citizens of Wilmington; 28 citizens of Springfield; the members of the First Baptist Church of Washington Court House; the Men's Bible Class of Carlisle; the Sunday School of the Calvary Lutheran Church, of Springfield; Methodist Episcopal Church of New Jasper; Trinity Methodist Episcopal Church, of Xenia; 17 citizens of Green Township, Clinton County; the official board of the Methodist Episcopal Church of New Vienna; congregation of the Methodist Episcopal Church of Osborn; 300 members of the congregation of the Second United Presbyterian Church of Xenia; members of the New Antioch Church of Christ, of Clinton County; members of the Christian Endeavor of the United Presbyterian Church of Clifton; 23 citizens of New Vienna; the Chester Church, of Wilmington, all in the State of Ohio, for the passage of the Webb-Smith national prohibition resolution (H. J. Res. 84 and H. J. Res. 85), proposing an amendment to the Constitution of the United States prohibiting the beverage traffic in intoxicating liquors; to the Committee on the Judiciary.

By Mr. FLYNN: Memorial of Short Line Railroad Association of New York, protesting against section 17 of the Post Office appropriation bill; to the Committee on the Post Office and Post Roads.

Also, memorial of Railway Business Association in annual meeting assembled at New York; to the Committee on Interstate and Foreign Commerce.

Also, petition of H. S. Kendall, of Flushing, N. Y., in favor of House bill 9814; to the Committee on the Public Lands.

Also, memorial of National Woman's Christian Temperance Union, favoring bill for relief of the contributors to the Ellen M. Stone ransom fund; to the Committee on Claims.

By Mr. FOCHT: Papers to accompany House bill 9272, for relief of Levi R. Miller; to the Committee on Invalid Pensions.

By Mr. FOSS: Memorial of five State normal schools of Illinois, favoring House bill 547, the Smith-Hughes bill, for national aid to vocational education; to the Committee on Education.

Also, petition of sundry voters of Chicago, Ill., for national prohibition; to the Committee on the Judiciary.

By Mr. FOSTER: Petition of Mount Vernon Public Library, against House bill 4715; to the Committee on Interstate and Foreign Commerce.

By Mr. GRAY of Indiana: Petition by sundry citizens of the sixth congressional district of Indiana, favoring a tax on persons, firms, and corporations doing an interstate mail-order business; to the Committee on the Judiciary.

By Mr. GRIEST: Memorial of Synod of Pennsylvania of the Presbyterian Church, for preparedness for defense but not for aggression; to the Committee on Military Affairs.

Also, memorial of Thomas H. Burrowes Council, No. 784, Fraternal Patriotic Americans, Lancaster, Pa., favoring immigration bill H. R. 10384 and preparedness; to the Committee on Immigration and Naturalization.

By Mr. HAMILTON of New York: Petition of sundry citizens of Wellsville, N. Y., favoring Federal censorship of picture films; to the Committee on Education.

Also, petition of sundry citizens of Ellington, N. Y., for national prohibition; to the Committee on the Judiciary.

By Mr. HAMLIN: Papers to accompany House bill 7106, for relief of T. P. Gold; to the Committee on Invalid Pensions.

Also, papers to accompany House bill 4273, for relief of James M. Lineback; to the Committee on Invalid Pensions.

By Mr. HILL: Petition of Charles H. Kempfer Co., and the Westport Paper Co.; the Adair Co., of Chicago, Ill.; the American Hardware Corporation, New Britain, Conn.; W. C. Shairwall & Co., Cambridge, Mass.; W. H. T. Hunter Co., of Boston, Mass.; and R. Guin & Sons Co., of Sidney, Ohio, favoring House bill 702, the dyestuffs bill; to the Committee on Ways and Means.

Also (by request), protest of D. P. Palmedo, Bridgeport, Conn., and G. B. Fayette, against sundry House joint resolutions; to the Committee on the Judiciary.

Also, memorial of Ministers' Association of Danbury, Conn., with reference to noncontributory retirement bill for Government employees; to the Committee on Labor.

By Mr. HOLLINGSWORTH: Petition of Rev. John Todd and Presbyterian Church of Homeworth, Columbiana, Ohio, for national prohibition; to the Committee on the Judiciary.

Also, petition of Flushing Grange, No. 1934, Patrons of Husbandry of Ohio, against war preparedness; to the Committee on Military Affairs.

Also, petitions of Rev. Harry H. Stewart and 68 citizens of Amsterdam; members of Community Church and Sunday School, Steubenville; Rev. E. S. Bowers and 51 legal voters of Brilliant, all in the State of Ohio, for national prohibition; to the Committee on the Judiciary.

Also, petition of Chamber of Commerce of Steubenville, Ohio, in favor of such measures of preparedness as may be approved by Army and naval officials; to the Committee on Military Affairs.

By Mr. KENNEDY of Rhode Island: Memorial of the Society of Colonial War, of Rhode Island, favoring preparedness; to the Committee on Military Affairs.

Also, memorial of Local Union 166, Brewery Workers, of Providence, R. I., against national prohibition; to the Committee on the Judiciary.

Also, memorial of Rhode Island Pharmaceutical Association, of Providence, R. I., favoring passage of the Stevens-Ayres price-maintenance bill; to the Committee on Interstate and Foreign Commerce.

Also, memorial of Railway Mail Association of Rhode Island, favoring passage of House bills 6915, 6457, 7655, and 7656; to the Committee on the Post Office and Post Roads.

By Mr. LONDON: Petition of United Mine Workers of America, Local 87, Mulberry, Kans., for enactment of a law compelling advocates of militarism to serve in the first ranks in case of war; to the Committee on Military Affairs.

Also, memorial of Central Labor Union, Fremont, Nebr., and Nebraska State Federation of Labor, opposing military preparedness; to the Committee on Military Affairs.

Also, memorial of United Mine Workers of America, Local No. 2330, Mulberry, Kans., for the enactment of a law compelling advocates of militarism to serve in the first lines of the Army in case of war; to the Committee on Military Affairs.

Also, memorial of Queen City Lodge, No. 363, International Association of Machinists, Springfield, Mo., opposing preparedness and favoring plebiscite upon war with publicity of diplomatic negotiations; to the Committee on Military Affairs.

Also, memorial of citizens of Kingston, Fla., opposed to military preparedness; to the Committee on Military Affairs.

Also, memorial of Socialist Party of Buffalo, N. Y., opposing any appropriations "that may be used for the purpose of destroying humanity"; to the Committee on Military Affairs.

Also, memorial of Big Falls (Minn.) Local, Socialist Party, opposing preparedness and demanding Government monopoly of manufacture of munitions of war; to the Committee on Military Affairs.

Also, petition of citizens of Prescott, Mich., opposing military preparedness and demanding a plebiscite on war; to the Committee on Military Affairs.

Also, petition of citizens of Michigan, opposing military preparedness and demanding confiscation of bank deposits, factories, etc., by the Government in the event of war; to the Committee on Military Affairs.

Also, memorial of Antipreparedness League of Denver, Colo., opposing military preparedness; to the Committee on Military Affairs.

Also, petition of citizens of City Island, N. Y., opposing military preparedness; to the Committee on Military Affairs.

Also, memorial of 24 citizens of West Virginia, opposing further appropriations for military purposes; to the Committee on Military Affairs.

Also, memorial of Socialist Party of Allen County, Ind., opposing increased appropriations for the Army and Navy; to the Committee on Military Affairs.

Also, memorial of Aurora (Mo.) Local, Socialist Party, asking that the exportation of munitions of war be prohibited; to the Committee on Military Affairs.

Also, memorial of Religious Society of Friends, of Pennsylvania, New Jersey, Delaware, and parts of Maryland, opposing increased appropriations for the Army and Navy; to the Committee on Military Affairs.

Also, memorial of Socialist Party of King County, Wash., urging that the United States offer its services as mediator between the belligerent nations of Europe in order that peace may be brought about; to the Committee on Foreign Affairs.

By Mr. LONGWORTH: Petitions of Walnut Hills Methodist Episcopal Church, Asbury Methodist Episcopal Church, and 9 voters of Cincinnati, Ohio, for national prohibition; to the Committee on the Judiciary.

Also, petition of citizens in mass meeting at Norwood, Ohio, January 18, 1916, asking Congress and the Government of the United States to use its influence to the end that under the treaty of peace which shall conclude the European war the Jewish race may be freed from oppression in all lands; to the Committee on Foreign Affairs.

By Mr. MAGEE: Petition of Cortland Specialty Co., of Cortland, N. Y., in re dyestuff protection; to the Committee on Ways and Means.

By Mr. MANN: Petition of Alston Lucas Paint Co., Chicago, Ill., favoring House bill 702; to the Committee on Ways and Means.

By Mr. MOORE of Pennsylvania: Petition of H. Swoboda & Son (Inc.), of Philadelphia, Pa., in favor of House bill 702, the dyestuffs bill; to the Committee on Ways and Means.

Also, petition of Presbyterian Ministerial Association of Philadelphia, Pa., for national prohibition; to the Committee on the Judiciary.

Also, memorial of Philadelphia and New Jersey Conferences of the Methodist Episcopal Church, in favor of the Webb-Smith bill; to the Committee on the Judiciary.

By Mr. MORIN (by request): Memorials of Central Bund of Pittsburgh, Pa., and the German-American Alliance, protesting against prohibition in the District of Columbia; to the Committee on the District of Columbia.

Also (by request), petitions of S. M. James, of Pittsburgh, Pa., and Synod of Pennsylvania, in favor of preparedness for defense; to the Committee on Military Affairs.

Also (by request), memorial of New Orleans Association of Commerce, in favor of submitting the question of railway mail pay to the Interstate Commerce Commission; to the Committee on the Post Office and Post Roads.

Also (by request), petition of Sherne Bros. & Wilson Co., of Philadelphia, Pa., protesting against repeal of the mixed-flour law; to the Committee on Agriculture.

Also (by request), petition of Peter H. Jacobs, R. P. C., indorsing House bill 6915; to the Committee on the Post Office and Post Roads.

Also (by request), petition of Harry Irwin Miller, favoring passage of House bill 651; to the Committee on Interstate and Foreign Commerce.

Also (by request), memorial of William M. Lloyd Co., of Philadelphia, favoring the Small pilotage bill; to the Committee on Interstate and Foreign Commerce.

Also (by request), petition of American Association for Labor Legislation, favoring compensation bill (H. R. 476); to the Committee on the Judiciary.

Also (by request), petition of Gorman & Co., in favor of appropriation for Government works in Alaska; to the Committee on Appropriations.

Also (by request), petitions of Garinus A. Gill Co., F. C. Schoenthaln, Packard Motor Co., all of Pittsburgh; citizens of Wisconsin; Bamberger, Krause & Co., of Pittsburgh, and Pittsburgh Stopper Co., of Pittsburgh, all in the State of Pennsylvania, protesting against national prohibition; to the Committee on the Judiciary.

Also (by request), memorial of National Society for the Promotion of Industrial Education, favoring the Smith-Hughes bill for Federal stimulation to vocational education; to the Committee on Education.

By Mr. NORTH: Petition of Central Presbyterian Church of Jefferson, Pa., and 41 citizens of Jefferson County, Pa., for national prohibition; to the Committee on the Judiciary.

Also, petition of William Irvin Co., of Big Run, Pa., for House bill 702, the dyestuffs bill; to the Committee on Ways and Means.

Also, petition of 55 citizens of Falls Creek, Pa., and 30 citizens of Summerville, Pa., for national prohibition; to the Committee on the Judiciary.

By Mr. OAKLEY: Petition of Frank R. Davison, of East Haddam, Conn., for Federal censorship of films; to the Committee on Education.

Also, petition of William Bros. Manufacturing Co., of Glastonbury, Conn., favoring House bill 702, the dyestuffs bill; to the Committee on Ways and Means.

By Mr. OVERMYER: Petition of the German-American Alliance of Tiffin, Ohio, protesting against prohibition in the District of Columbia; to the Committee on the District of Columbia.

Also, petition of T. W. Day and 104 other citizens, of Tiffin, Ohio, protesting against national prohibition; to the Committee on the Judiciary.

Also, petition of Sons and Daughters of Liberty, Seneca Council, No. 29, of Tiffin, Ohio, for House bill 10384; to the Committee on Immigration and Naturalization.

By Mr. PRATT: Petition of Hornell Council of Women's Clubs, Mrs. F. W. Sherwood, corresponding secretary, Hornell, N. Y., favoring the passage of the Smith-Hughes bill for the national censorship of moving pictures; to the Committee on Education.

By Mr. SMITH of Idaho: Papers to accompany House bill 7409, for relief of Alexander Morrison; to the Committee on Invalid Pensions.

Also, papers to accompany House bill 9025, for relief of Richard Harris; to the Committee on Pensions.

By Mr. STINESS: Petition of Davisville (R. I.) Woolen Co., favoring House bill 702, the dyestuffs bill; to the Committee on Ways and Means.

Also, petition of Providence Branch Railway Mail Association, favoring sundry bills in the interest of Postal Service employees; to the Committee on the Post Office and Post Roads.

Also, memorial of Rhode Island Pharmaceutical Association, favoring the so-called Stevens standard-price bill; to the Committee on Interstate and Foreign Commerce.

Also, petition of Society of Colonial Wars in the State of Rhode Island, for preparedness; to the Committee on Military Affairs.

Also, petition of Hope Council, Junior Order United American Mechanics, of Westerly, R. I., favoring the Burnett immigration bill; to the Committee on Immigration and Naturalization.

Also, petition of Beacon Oyster Co., of Westerly, R. I., favoring appropriation for scientific inquiries into the propagation of oysters; to the Committee on Appropriations.

Also, petition of C. Rhodes, of Providence, R. I., favoring House bill 15, giving indefinite leave of absence to superannuated employees of the Postal Service; to the Committee on the Post Office and Post Roads.

By Mr. TEMPLE: Petition of R. E. Porter, Robert Hamill, and 600 others, of Mount Jackson, Pa., for antipolygamy amendment to the Constitution of the United States; to the Committee on the Judiciary.

By Mr. TIMBERLAKE: Petition of United Brethren Church, W. B. Gillis, moderator; W. F. Burlingame, clerk, of Fort Collins, Colo., for national prohibition; to the Committee on the Judiciary.

SENATE.

MONDAY, February 14, 1916.

The Chaplain, Rev. Forrest J. Prettyman D. D., offered the following prayer:

Almighty God, we come to Thee day by day because we desire to live out our lives in the spirit of prayer. We recognize the higher power. We recognize the Great Spirit above us from which our life has come. We seek no higher good than the good that Thou dost give, for Thou art the author and giver of every good and perfect gift. Our ideals are inspired in us by Thy spirit, and the highest benefit that we can have in life is the benefit of Thy grace upon our hearts. Look upon us today in the love and tenderness of a father, and guide us in the discharge of the duties of the day. For Christ's sake. Amen.

The Journal of the proceedings of Saturday last were read and approved.

WASHINGTON'S FAREWELL ADDRESS.

The VICE PRESIDENT. In accordance with an order of the Senate heretofore adopted, the Chair designates the Senator from Maine [Mr. JOHNSON] to read Washington's Farewell Address on the 22d day of February.

ENROLLED BILL AND JOINT RESOLUTION SIGNED.

A message from the House of Representatives, by J. C. South, its Chief Clerk, announced that the Speaker of the House had signed the following enrolled bill and joint resolution, and they were thereupon signed by the Vice President:

H. R. 9213. An act to authorize the Gary Land Co. to construct a bridge across the Grand Calumet River in the State of Indiana; and

H. J. Res. 146. Joint resolution authorizing the Secretary of War to loan, issue, or use quartermaster's and medical supplies for the relief of destitute persons in the districts overflowed by the Mississippi River and its tributaries.

PETITIONS AND MEMORIALS.

The VICE PRESIDENT presented a memorial of the Farmers' Educational and Cooperative Union of America, remonstrating against the abolishment of the office of Comptroller of the Currency, which was referred to the Committee on Banking and Currency.

He also presented a petition adopted at a union conference of the Young People's Societies of Christian Endeavor of Washington, D. C., praying for prohibition in the District of Columbia, which was ordered to lie on the table.

He also presented a petition of the Farmers' Educational and Cooperative Union of America, praying for the publication and distribution of the report of the Commission on Industrial Relations, which was referred to the Committee on Printing.

He also presented a petition adopted at a union conference of the Young People's Societies of Christian Endeavor of Washington, D. C., praying for Federal censorship of motion pictures, which was referred to the Committee on Education and Labor.

He also presented a memorial of the Eagles Club of Washington, D. C., remonstrating against prohibition in the District of Columbia, which was ordered to lie on the table.

He also presented resolutions of the New Jersey State Society, of Washington, D. C., pledging support to the President of the United States in his effort to safeguard the country by preparedness, which were referred to the Committee on Military Affairs.

Mr. GRONNA. I present a memorial signed very numerously by citizens of my home town, Lakota, N. Dak., protesting against any increase in the Army and Navy. I ask that the memorial be printed in the RECORD, together with the name of the first signer, and that it be referred to the Committee on Military Affairs.

There being no objection, the memorial was referred to the Committee on Military Affairs and ordered to be printed in the RECORD, as follows:

LAKOTA, N. DAK.

To the Hon. A. J. GRONNA,
United States Senate, Washington, D. C.:

We the undersigned citizens of Nelson County, N. Dak., do oppose any increase in the appropriations or expenditures for the Army and Navy of the United States and respectfully petition that you will use all energy within your power in opposition thereto.

FRANK PIERCE
(And many others).

Mr. GRONNA. I have a letter here addressed to myself from an old soldier in my State, which I ask may be read and referred to the Committee on Military Affairs.

There being no objection, the letter was read and referred to the Committee on Military Affairs, as follows:

DEVILS LAKE, N. DAK., February 5, 1916.

Hon. A. J. GRONNA,
Washington, D. C.

DEAR SENATOR: A few years ago the Congress of the United States financed the undertaking of having a reunion of the surviving Union and Confederate soldiers of the Civil War at the historic battlefield of Gettysburg. Since that time thousands of those old men have passed from the scene of action and have passed on to the great beyond. That was their last reunion on this earth. I know that you lent your influence and your vote to promote that meeting and I am sure you do not regret having done so.

There are a few of us left yet, and we are desirous, especially those who were engaged in the siege, of having a similar meeting at Vicksburg financed by Congress as before.

I hope therefore that the present Congress will recognize the precedent made for the Gettysburg reunion and that you will exercise your great influence in behalf of the Vicksburg gathering.

Believing that I know what your answer will be, I beg leave to thank you in advance for your help and consideration.

Yours, truly,

D. G. DUELL.

Mr. CHAMBERLAIN. I have received a telegram from Adrian, Mich., containing resolutions adopted at a meeting of citizens of that city, which I ask may be inserted in the RECORD.

There being no objection, the telegram was referred to the Committee on Military Affairs and ordered to be printed in the RECORD, as follows:

ADRIAN, MICH., February 12, 1916.

The COMMITTEE ON MILITARY AFFAIRS,

The Senate, Washington, D. C.:

At a meeting of 30 manufacturers, bankers, and professional men held at the public library in the city of Adrian, Mich., February 11, 1916, the following resolutions were unanimously adopted and the undersigned committee authorized to transmit them to the Senators and Representatives in Congress from Michigan:

"Whereas it is the sense of this meeting that the question of the national defense is not only the paramount issue at this time, but overwhelmingly transcends any and all other issues and policies: Therefore

"Resolved, That we approve the plan of national defense as recommended by the administration, including the plan of a continental army, and that we deem it imperatively necessary that Congress support it as the only concrete plan definitely proposed or available for action.

"Resolved, That if any change be made in said plan, such change should be in the direction of making it stronger, more efficient, and more quickly available, and by no means in a contrary direction.

"Resolved, That the National Guard ought to be improved, relieved from strike duties, and more completely federalized, but that under no circumstances should it be made to take the place of the proposed continental army.

"Resolved, That we regard the existing situation as distinctly in the nature of an emergency and that we deprecate any unnecessary delay in dealing with it on lines of utmost efficiency and the broadest patriotism.

"Resolved, That particularly do we regard as indispensably necessary a great and immediate increase in the Navy, and to that end we urge the completion with all possible dispatch of all vessels now under construction or authorized, and that such new increases as may be authorized should be carried out as quickly as possible and not spread over a series of years."

W. H. BURNHAM,
JOHN C. HOWELL,
JOHN S. BONNER,
Committee.

Mr. LODGE. I send to the desk resolutions adopted by citizens of Hampshire County, Mass., at a mass meeting held at