It is not so difficult a task to plant new truths as to root out old errors, for there is this paradox in men: they run after that which is new, but are prejudiced in favor of that which is old.

THE LABOR WORLD

FOR SOCIAL JUSTICE, ECONOMIC REFORM AND POLITICAL PROGRESS.

As long as mankind shall continue to bestow more liberal applause on their destroyers than on their benefactors, the thirst of military glory will ever be the vice of exalted characters.

VOL. 23, NO. 16. DULUTH AND SUPERIOR, DECEMBER 4, 1915. TWO CENTS.

MINNESOTA HISTORICAL SOCIETY.

SOME STARTLING EXPOSURES MADE

Young "Bat" Masterson Tells Some Inside Secrets of Detectives.

'F CROOKS AND POLICE FALLING OUT

Sluggers and Police Work Hand In Hand in Interest of Big Corporations.

CHICAGO, Dec. 2.—William A. Cunnea, attorney for the Alamgamated Garment Workers of Chicago, took to State's Attorney Hoyne the sworn statement of David Roy Masterson, better known as "Bat" Masterson, chief of special police and head of sluggers for Lamm & Co., and four other garment shops where strike is on.

Among allegations o! Masterson are these:

The city policemen are paid cash every day for the work they do in the interest of garment bosses.

That the city police and the special police (sluggers) work hand in hand and when the sluggers want to beat up strikers the city police try to be conveniently absent.

That the slugging of Deputy Coroner Hermann was a frame-up put through by a pickeled crew headed by one Abe Katz.

That the throwing of beer bottles through windows of strikebreakers' homes has been done by wrecking crews from the P. J. Harding Detective agency.

That A. H. Lamm, clothing boss, personally instructed sluggers how to frame insults to girls and women pickets to drive them off.

That two city detectives, one named Stoies, rent a city police automobile for $25 a day to Martin Isaacs attorney for the garment bosses, and this is "easy money" that seems to go somewhere higher up in the police department.

That the beating of a striker, Waxman, was by prearrangement, the city police withdrawing while the sluggers gave Waxman his trimmings.

Masterson is 28, has had nine years at the game of strikebreaking, and is telling his story because one of the garment bosses held out money on him and split it with city police. He is a nephew of "Bat" Masterson, the noted sporting writer, crack shot and western gunman. On September 27 he went to work for the P. J. Harding Detective agency, was detailed to Lamm & Co., 844 West Jackson boulevard, in charge of 19 special police or sluggers at Lamm's Great Western Tailoring Co., Great Central Tailoring Co., Monarch Tailoring Co., and the United States Tailoring Co., all in the neighborhood of Lamm's. On September 30 he was sworn in as a special policeman of the city of Chicago and given a star and permit to carry a gun.

INCREASES FOR TROLLEY MEN.

MILFORD, Mass., Dec. 2.—The Milford & Uxbridge street railway system has raised wages of its trolley employes. New men will now receive 26 cents an hour for six months, 27 cents the next six months, 28 cents the second year, and then a cent an hour increase until the maximum of 32 cents is reashed.

QUIT PROSECUTING LAWSON'S LAWYERS

Judge Wiley Dismisses Charges of Perjury Against Counsel For Mine Leader.

TRINIDAD, Col., Dec. 2.—Judge Wiley of Alamosa has dismissed the charges of perjury against H. N. Hawkins and F. W. Clarke, counsel for the United Mine Workers' union, growing out of an affidavit of Grover Hall, a juror in the trial of John R. Lawson.

In his affidavit Hall declared that he stood for the acquittal of Lawson until coercive measures were taken by the court bailiff, who told him him his (Hall's) wife was sick. The juror swore that he was not permitted to visit his home, and that he, together with the other jurors, were not given food during one entire day.

Under these circumstances, Hall swore his mental condition was such that he voted for conviction that he might see his wife. Hall also declared the bailiff told the jurors Judge Hillyer gave orders that they could not eat until they had reached a decision.

This affidavit was used by counsel for the mine workers in their fight to secure the supreme court order prohibiting Judge Hillyer from presiding in future cases growing out of the coal miners' strike.

State Attorney General Farrar, who is conducting the fight against the mine workers, realizes the harmful effect the Hall affidavit has had on his case, and in his attempt to discredit it, filed charges against the workers' attorneys.

When Judge Wiley dismissed these attorneys from the charge of improper conduct. Farrar filed a similar complaint along different lines.

MAY BE COMPELLED TO PAY FINE

Complaint Charges Milwaukee Company With Violation of Order.

MADISON, Wis., Dec. 2.—The complaint against T. M. E. R. & L. company for violation of railroad commission orders has been drawn in the office of the attorney general and probably will be filed in Dane county circuit court within the next 48 hours.

The street railway is held on a number of counts and if an adverse opinion is handed down on all of them the company will have to pay more than $1,000,000 in fines.

The complaint covers more than 200 typewritten pages of matter and will be one of the most voluminous complaints ever filed in the circuit court.

The work has been under supervision of Deputy Attorney General Walter Drew.

WAITRESSES DEMAND MORE.

BOSTON, Dec. 2.—Waitresses' union protests against a wage scale that forces them to depend on tips for an existence. A demand for higher wages will be made on employers. The union will continue its organizing campaign that success may be assured.

TIME RIPE FOR STATE INSURANCE

Prior to 1913 the status of the injured workman in Minnesota was determined by the provisions of the antiquated system which compelled him to look to the courts for damages. This involved the uncertainties of a long drawn and bitterly contested law suit, the result of which was of questionable advantage to the real party in interest, the injured man.

This system encouraged the 'ambulance chaser' and personal injury attorneys. The worker invariably was without funds and his attorney was obliged to prosecute the case on a contingent fee basis, the attorney taking one-third of the proceeds in case of settlement out of court and one-half of the amount of the verdict in the event the jury saw fit to award damages. The liability insurance company, always a party to the suit, reaped a harvest. No matter which side obtained the verdict the insurance company, in the last analysis, won. The net result under that system was that the injured worker received only about twenty-five per cent of the money the employer paid out, while seventy-five per cent was an economic loss. This latter sum went to the insurance companies, attorneys, expert witnessses and towards the payment of court costs.

Society's Duty.

It is the duty of society to minister to the needs of mental derelicts; state institutions are maintained for the care of the insane and feeble-minded. With the growth of population and the complex problems confronting us today, society's duty is different from what it was in earlier times. Today no student of economic questions would assert that society is not bound to engage in work of this nature, the care of physical wrecks.

With these facts in mind, let us ask ourselves this question: Does society not also owe this same duty to the men who are injured in industry and in the development of the great natural resources of the state?

Should there be any difference in the attitude of society towards the man who becomes insane as the result of some phase of our present industrial system, and in its attitude towards the man who is injured in industry? Both becomes dependents; both are charges upon the rest of the people and unless some agency intervenes both must depend on charity or starve.

In 1909 the legislature of Minnesota interested itself if the question of compensation for industrial accidents and appointed a committee to investigate every phase of the question. The committee's work finally resulted in the enactment of the present workmen's compensation law by the legislature.

Waste Under Old Law.

It will be remembered that the fundamental objection to the old liability law was the waste incident to its administration, only about twenty-five per cent of the money paid by employers ultimately reaching the injured workman. The law enacted by the legislature of 1913 aimed to eliminate the economic waste which obtained under the old system. It succeeded in eliminating the personal injury lawyer but the non-resident liability insurance company is still an obstacle to the state in the performance of its function in meeting the problem of compensation for industrial accidents. Its presence prevents the workman from obtaining adequate relief for injuries suffered while making his contribution to society. This element, namely, the liability insurance company, must be elimiated if social justice is to be done.

No theory of compensation is economically sound and just unless the injured man receives every cent of the money taken from the employer for this purpose, excepting an amount actually necessary for the proper administration of that fund. To bring about this result the state must engage in the business; it must assume the same attitude towards injured workmen and their dependents that it assumes towards the mentally incompetent, that is, to see that they are properly cared for during incapacity.

Through a state insurance scheme, modeled after the Ohio plan, this end can be more nearly attained than by any other. The Ohio plan is not perfect but it is based on the right principle and from it can be built up a compensation law that will be about as just and fair as can be had under the present industrial system.

Employers Pay in Fund.

In Ohio the employers pay into a state fund administered by a commission. They contribute to the fund according to the particular hazard of the industry. Rates are adjusted semi-annually by the commission so as to enable the fund to meet all demands upon it and set aside a reserve to take care of emergencies. It also enjoys the advantage of having the financial responsibility of the state behind it. The Minnesota plan is modeled after the New Jersey law and the importance of 'state responsibility' can be seen when it is remembered that in New Jersey in 1912 more than 12 establishments went into bankruptcy and the injured workers in those plants were without compensation at all.

Ohio Pays More.

The schedules of compensation in Ohio are sixty-six and two-thirds per cent of the weekly wages of the injured worker, while in Minnesota they are only fifty per cent. Rates charged Ohio employers by the state are surprisingly lower than in Minnesota in the same industries. Here compenation is paid only after the first two weeks of injury, while in Ohio compensation is paid after seven days.

A workman in Ohio who is permanently totally disabled receives compensation from the state fund for life, while in Minnesota only for three hundred weeks. At the end of three hundreds weeks his compensation ceases—at the time when he needs it most.

With the adoption of a few unimportant amendments to the Minnesota compensation law during the last session of the legislature, the insurance companies declared a Roman holiday and advanced the rates about fifteen per cent.

Under the Ohio plan rates to the employers in most industries affected have been materially reduced since the enactment of the law.

The state collects the premiums from employers and pays them over to the injured worker or his dependents. The only charge against this fund is the actual cost of administering it and an amount sufficient to create the reserve. Is it any wonder that Ohio can pay higher compensation to the employe at a lower cost to the employer than is possible under the Minnesota law?

In Ohio the insurance companies are kept away from the trough. That's the answer.

The State Federation of Labor at its last convention instructed its officers to work for the passage of a law similar to the one now on the statute books of Ohio.

We have said we would have a more adequate law in Minnesota were it not for the opposition of the non-resident liability insurance companies. "Where the carcass is, there will the eagles gather." Soon the workmen of Minnesota will realize that they are the victims of a system which permits the vultures of society to prey upon their maimed bodies, and feed upon the broken bones of their fellow-men. Then they will wipe out the present law and demand one that will afford them full justice.

STATE BIDS UNDER INSURANCE RATES

Private Liability Companies Get Their's From New Pennsylvania Accident Board.

HARRISBURG, Pa., Dec. 2.—The state insurance fund, which manages the state workmen's compensation insurance, has officially announced that rates will be 10 per cent less than the insurance rate manual.

The manual, which will be the standard for private concerns, has not been published, but the state declares that regardless of these figures, it will cut them 10 per cent.

Officers of the state insurance fund say they can reduce rates 10 per cent below those charged by private concerns because the state will not have to figure on agents' commissions or dividends for stockholders.

"There is also the advantage to the subscribers in the state fund," say officers, "that there will be no contingent liability to assessments. The purpose of the act was to make the payment of the premium the sole liability to subscribers, and no assessment will be lieved in any case, as there is not one word in the act creating the state fund that directly gives or by implication suggests the right of assessments."

The 10 per cent reduction means that the state fund will not remain inactive while hostile manufacturers and private insurance companies war against the compensation act. Instead, the state officials propose showing manufacturers it is safer and more econominal to insure with the fund.

DEBS DECLINES TO RUN FOR PRESIDENT

Socialist Party Leader In Four Campaigns Withdraws Name From List.

TERRE HAUTE, Ind., Dec. 2.—Eugene V. Debs, Socialist candidate for President of the United States in 1900, 1904, 1908 and 1912, in a formal statement today announced that he had declined the fifth nomination for the Presidency from the hands of his party.

"It is the first time that I ever have had the opportunity to decline the nomination," said Debs. "Heretofore I have always been nominated at conventions when I was not in attendance. It is time the omination was made by referendum, and I recently received notice that I had been nominated. I have mailed a letter today to the national officers of the Socialist party announcing that I will decline the nomination."

Debs said he would make no statement as to his reasons for not accepting the nominaton.

C. & O. RAISES WAGES.

PITTSBURGH, Pa., Dec. 2.—A. F. of L. Organizer Flinn has notified Secretary Frank Morrison that conferences with the motive power department of the Chesapeake & Ohio railroad has resulted in securing wage increases of 1 cent an hour for all shop laborers on that system.

CONGRESS OPENS NEXT MONDAY

Measures Vital to Organized Workers to Be Considered by National Body.

LABOR WILL BE UNUSALLY ACTIVE

Labor's Representatives Will Be United in Urging Demands of Workers.

WASHINGTON, Dec. 2.—The first session of the sixty-fourth congress convenes Monday, Dec. 6. Among the list of legislative enactments the American Federation of Labor will urge is the following:

Immigration restriction.

Empowering states to regulate the admission of goods manufactured by convicts of other states.

Prohibiting importation of goods manufactured in whole or in part by convicts of foreign countries.

Preventing interstate transportation of goods in which the labor of children under certain ages is employed.

Compensation act for District of Columbia workers.

Compensation act for federal employes extended and liberalized.

Compensation for railroad employes engaged in interstate commerce.

Amend the hours of service (railroad men's 16-hour) law, with a minimum penalty provision incorporated.

Eight hours for interstate railroad telegraphers.

A liberal and comprehensive industrial education bill.

Additional safety laws, and placing the enforcement of same under the jurisdiction of the United States department of labor.

Old age pensions and retirements.

The above list of major demands does not include declarations by the A. F. of L. San Francisco convention.

Legislative representatives of the railroad brotherhoods have arrived in the city and opened headquarters. These officials, together with officials of the American Federation of Labor will, as usual, act in unison on all questions of interest to the toilers.

MINING COMPANY MUST PAY FOR MAN'S DEATH

BALTIMORE, Dec. 2.— The state industrial accident commission has ruled that the Blaine Mining company, which carries its own insurance, is guilty of negligence, and must compensate Kimmel Boulpart, a miner, for injuries received because he carried large quantities of powder into the mine.

It was shown that the company was aware of this practice, but the management offered in defense that a notice had been posted. The fact that the notice was written in English and could not be read by only 50 per cent of the men, led the commission to rule against the company.

UNIONISTS AID THE BLIND.

CHICAGO, Dec. 2.—Through the efforts of the Broom Makers' union state authorities have raised the wages of blind broom makers at the Illinois industrial home. Under the new rates blind men can now make one dozen brooms per day less and receive the same wages they formerly did.

THE STORY OF THE GUN CARRIAGE AND ITS INVENTOR'S SUDDEN RISE

By CONGRESSMAN CLYDE H. TAVENNER.

When the Army bill was before the House on June 13, 1914, I called attention to the fact that Brig. Gen. William Crozier, the present Chief of Ordance, was formerly in partnership with the Bethlehem Iron company, now the Bethlehem Steel company, one of the great firms composing the war trust.

His remarkable promotion over twenty-seven officers of greater age and longer service, his clean jump over three entire grades — Major Lieutenant-Colonel and Colonel—to his present position, in which he determines the specifications, arranges the terms of contracts and makes the purchases of powder, guns, sharpnel and add other military suplies for the Ordnance Department, furnishes an excellent illustration of the rapid advancement possible to officers who make themselves agreeable to and are on friendly terms with the war traders.

While a captain in the army Gen. Crozier perfected what is known as the Buffington - Crozier disappearing gun carriage. The device was constructed in government gunshops by government workmen at government expense, hundreds of thousands of dollars being used to perfect the carriage.

When the device was perfected a patent was taken out on it by Capt. Crozier and Gen. Buffington — then Chief of Ordnance—in their own names. The application for the patent was made by Capt. Crozier and Gen. Buffington at the suggestion of the Bethlehem company.

In 1894 the two officers sold the patent to the Bethlehem company, giving them the rights as against all makers or users except the government of the United States. (See S. Doc. 387, 1st sess. 57th Cong.)

The two officers were paid $10,000 cash by the Bethlehem company, which concern further agreed to pay Capt. Crozier and Gen. Buffington royalties on all gun carriages sold to foreign nations until the same should amount to $40,000 or $50,000 in all. The amount of the royalties was to be as follows:

For each 8-inch carriage, $1,000.
For each 10-inch carriage, $1,500.
For each 12-inch carriage, $2,300.

Immediately after the contract was entered into, I am informed, the Bethlehem company sent agents to Europe to reap the harvest. Various European nations, according to my information, tested the gun carriages, but none would buy, not believing them practical. Many American officers had also expressed doubt as to the practicability of the invention. Senator Derfield Proctor, of Vermont, ex-Secretary of War and then acting chairman of the Military Affairs Committee, gave the carriage much adverse publicity in the Senate at the time. (See Congressional Record, pp. 5409-5414, pt. 6, vol. 35, 57th Cong.)

Capt. Crozier was still a party to the contract with the Bethlehem company, when, to the amazement of army circles, he was nominated in March, 1912, for the position of Chief of Ordnance.

This advancement meant a jump over the heads of twenty-seven officers and three grades, which was a violation of at least the spirit of an act approved February 2, 1901, "An act to increase the efficiency of the permanent military establishment of the United States," which provided:

That when vacancies shall occur in the position of chief of any staff, corps or department the President may appoint to such vacancies, by and with the advice and consent of the Senate, officers of the army at large not below the rank of Lieutenant-Colonel, and who shall hold office for terms of four years. The rank of Captain is the next grade below that of Lieutenant-couonel.

Appointment to the position of Chief of Ordnance also made Capt. Crozier a member of the board of Ordnance and Fortifications, and his appointment therefore was in direct violation of an act approved February 18, 1893, which contained the following:

Provided, That hereafter no person shall be a member of or serve on said board who has been or is in any manner interested in any invention, device or patent which, has been considered or may be considered by or come before said board for test or adoption, or who is connected with or in the employ of any manufacturer who has or shall have contracts with the Uniter States for any ordnance materials.

Earnest opposition was made before the Senate Committee on Military Affairs to the confirmation of Gen. Crozier's nomination. No reflection was made on Gen. Crozier's personal character or upon his efficiency. Attention was directed to the fact that he had been in partnership with the Bethlehem company (it was not known then that at that particular time he was a party to the contract with the Bethlehem company, which he did not terminate until eight months after his confirmation), from which concern, in competition with others, he would be called upon, as Chief of Ordnance, to purchase materials aggregating millions of dollars in value.

It was also pointed out that if his disappearing gun carriage should be O. K.'d by this government and installed in large numbers by our government for defense purposes it would tend to make it more attractive to foreign nations, and thus create a demand for it abroad, which would mean royalties to Gens. Crozier and Buffington.

The propriety of an officer of the United States army offering for sale and seeking to profit by the sale of foreign nations of a weapon of defense perfected at the expense of the American people was also raised.

When in the debate on the Army bill I ventured to call attention to the fact that Gen. Crozier had formerly been in partnership with the Bethlehem company, and that ever since his confirmation as Chief of Ordnance he had been awarding that concern contracts running into the millions annually, generously paying the Bethlehem company from 20 to 60 per cent more than it would have cost to manufacture such supplies in the government arsenals, the General was eulogized as a "soldier without fear" and a halo was placed upon his head.

But let us see whether Gen. Crozier's clearance papers were "absolutely" clear, as stated to the House.

The only vote taken by the committee that heard the charges against Capt. Crozier, and his defense to the arguments in opposition to his confirmation, was a vote 8 to 2 against confirmation.

The files of the army and Navy journals for the period during which the Crozier nomination was pending indicate that "powerful pressure," reaching even to the president of the United States,, was being used to bring about the confirmation of the then Capt. Crozier as Chief of Ordnance.

In spite of the fact that effort was made to cause the members of the Senate Military Affairs committee to change their votes and vote for confirmation, they refused, and the best compromise that could be obtained was an agreement to refer the matter back to the senate without recommendation.

Capt. Crozier was confirmed by the senate in executive—secret—session June 20, 1902.

In the meantime the War Department has installed $9,000,000 worth of the Buffington-Crozier carriages.

I do not desire to do Gen. Crozier the slightest injustice, and, on the other hand, I am equally anxious that he do no injustice to the taxpayers of this country, 90 per cent of whom are the poor, and 99 per cent of whom are kept too busy looking after their private affairs to give personal attention to the manner in which their money is being expended in Washington, and who rely upon their paid Representatives in congress to look after their interests. The Buffington-Crozier disappearing carriages may be as deadly in warfare as Gen. Crozier claims, and their purchase and manufacture by this government through Gen. Crozier may be an excellent investment. I do not know.

What I take particular exception to, and what I believe the American people would take exception to if they knew of these facts, is that army officers should have any business connection whatever with the ammunition ring, and that instruments of war perfected as a result of the expenditure of money raised by taxing the American people should be even offered to foreign governments by an American army officer.

If this nation should engage in war with nations equipped with such weapons, American sailors and soldiers would be mowed down with engines of death perfected with the American people's money.

What is the use of this government spending huge sums to perfect guns if after they are perfected the are to be offered for sale to foreign nations, any one of which may possibly become our enemy?

When a political party is in power too long, it becomes careless of the people's rights. An organization grows up that is not for the best interests of the public.

Occasionally, however, political parties are taken out of power, and the organization is thus broken up. But in the army and navy the machine goes on building forever. It has $240,000,000 to spend every year. Army and navy officers never have to go before the people and answer for their acts. There has never been a real investigation of the business methods of the War and Navy departments, and no doubt those in charge figure that because there never has been there never will be.

Just how far th armor concerns in this country go in entertaining army and navy officials would be interesting to know. It is well known that the Krupp concern in Germany spends a large sum of money for the entertainment of visiting military officers, who come to the big works at Essen from all countries of the world commissioned to pass for payment work ordered by their governments.

The firm of Krupps, whose customers the army officers are, has built a hotel, the Essen Hotel (Essener Hof), where the officers receive princely hospitality at its expense.

"This Krupp hotel," writes M. Jules Huret, who was a guest there, "is a very curious place. With its double marble staircase, with columns of rose-colored marble banisters of gilded copper, it has dignity. In the vestibule, on either side of a vast stone chimneypiece, sculptured masks represent the five continents. The ground is covered with red tiles, along which carpets are run; red leather settees and armchairs are lined along the walls. The guests of the firm dine in a special hall. After a few days they all known one another and they soon meet around a large round table. Nothing could show better than these occasions how much that is artificial our civilization contains. Turks, Bulgars, Serbs, Japs, Chilean and Argentina and Philippine representatives will be there.

"There will also be Scandinavians, Russians, Belgians. At the end of the meal, when the French wines have got a little into their heads, the voices will rise, and all these enemies will clink glasses for a long time like brothers, amid laughter and the smoke of long cigars, at the cost of the Krupps—a thousand leagues from the thought of the reasons that brought them there. All these gentry will perhaps be slaughtering one another one fine day with these guns which they have come to see bored. But while they are waiting for the steel to cool they 'booze,' as William II said to Jules Simons."

REX AND LYRIC THEATERS DO NOT EMPLOY UNION LABOR