KNOWLEDGE IS MANKIND'S Greatest Benefactor; False Teaching Is Civilization's Greatest Handicap.

THE LABOR WORLD

AMERICAN LABOR WILL NOT BE OUTLAWED OR ENSLAVED

WE WANT EVERY PERSON of Liberal Thought in Duluth and Elsewhere to Be a Patron of The Labor World.

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SECRETARY LABOR WANTS CHILD LABOR IN AMERICA PROHIBITED

Urges Congress to Submit Proposed Amendment to Constitution to Several States; 1,500,000 Children Are Employed.

An amendment to the Federal Constitution to enable congress to fix standards that would take a million and a half boys and girls of school age out of the drudgery of mine and mill, field and factory, store and workshop, was recommended by Secretary of Labor James J. Davis in his second annual report which was made public this week. The secretary declared that every instinct of humanity and every consideration of justice prompted the abolition of child labor anyhere within the United States. He said:

Many Children Employed.

"The subject of child labor has been given very careful attention in the last year and a number of important surveys have been made to ascertain the extent of this unhealthy economic factor.

"The reports of the Bureau of the Census would indicate that more than a million children between the ages of 10 and 16 are engaged in gainful work in industry. The details reveal that children between 10 and 15 years to the number of approximately 660,000 are engaged in the sugar beet fields, the cotton fields, and the onion fields of the land. Apparently the usual method is to employ whole families by contractors to work in these fields.

"The children work with the adults usually from sunrise to sunset, walking in a stooped position or crawling through the fields, pulling up the weeds, pulling up beets and onions, cutting the tops from these, and also in picking cotton. There are a number of definite movements of these families composed largely of children from state to state where these agricultural industries thrive.

50,000 Spinning Girls.

"More than 50,000 children are employed as spinning girls and doffer boys in textile factories. Children in the cotton mills, it is reported, work 60 hours a week, and those over 14½ years old work nights. Thousands do industrial home work stringing beads, pulling threads from lacework, etc.

"This condition of children in industry under supervision of parents or near relatives seems to have gone on without interruption while the national child labor laws were in force. It is doubtful whether any legislation of the type heretofore enacted or thus far contemplated would reach this evil, or children working in agricultural pursuits or in the homes under the supervision of their parents or close relatives.

"Under the previous adfinistration the custom grew up of suspending the operation of the immigration laws on the Mexican border to permit the importation of Mexican families for the purpose of working in cotton fields and sugar beet fields. After carefully reviewing the whole situation I reached the conclusion that this was not only unauthorized by law but was really encouraging the most flagrant form of child labor.

"It is true that these industries are really suffering for help, but it seemed to me improper to permit the importation of so-called cheap labor in the form of the labor of women and children in order to supply the market. I feel that it is a practical aid toward eliminating child labor when we create conditinos which will require that adults or people above the age of 16 shall do this work.

Million and One-Half.

"A complete survey would indicate that 1,500,000 American children are now the victims of premature toil in the mines and mills and factories and fields and homes of this country. This is all wrong. The great problem of our childhood is of the utmost importance to the perpetuity of the Nation. Our children are entitled to a life that will conserve their strength while young and that will educate their minds and hearts so that they may be efficient when they grow to maturity.

"Forty-two states out of the forty-eight have adopted so-called child labor laws, some of which are highly developed and rigidly enforced. Others are rather rudimentary and indifferently enforced. The manufacturer in the state where children under the age of 16 years are not permitted to work at all and where those above 16 and below 18 are permitted only to work under certain restricted conditions and regulations complain that they are subject to unfair competition by competitors who manufacture in states where there are no laws on the subject of child labor or where the laws are not comprehensive and practically not enforced. A remedy must be found to meet this condition.

Uniformity Not Possible.

"There are those who advocate uniform child labor laws by the states, believing that it is a subject which should be dealt with only by the states. On the other hand, there are those who advocate the adoption of an amendment to the Federal Constitution giving congress exclusive power to deal with the subject. Regardless of which method may be adopted, it is urgent that some method should be adopted which will forever blot from the escutcheon of this Nation the black spot of child labor yhich still exists in sofe form in some places.

"Long continued hours of toil at a time when the bones and the

(Continued on page 2)

LADY ASTOR WAS HOOTED DOWN BY BRITISH 'BLOODS'

Her Firm Defense of Workers Aroused Wrath of Unionists.

Lady Astor was the center of a stormy scene at the conference of the National Unionist Association held in London Friday last, when she made a speech arousing so much ire that she was several times howled down, according to the Associated Press.

One delegate shouted: "Go back to America."

Lady Astor shouted back: "You are worse than the Labor party. Shut up. If you don't shut up you won't be able to hear what I'm saying."

Lady Astor was speaking on a resolution introduced by another woman member advocating a campaign of economics among the young to refute the insidious and incessant Socialist propaganda. She threw the first bomb when in referring to the Conservatives she said:

"We have members living in more than one house, and they don't realize the conditions of people living in two rooms. It is said that teachers are Socialists. I don't blame them."

Disorder followed these remarks and there were cries of "shame" and "withdraw."

"It is very unfortunate to be howled down at your own party meeting After all, I've never shown any lack of courage in fighting the two forces—either the Bolsheviki or the reactionaries."

Lady Astor then proceeded to speak a few sentences when again there was disorder, with cries of, "Sit down."

The chairman finally got the meeting quieted sufficiently for Lady Astor to proceed, but she had barely started again when the premier, Mr. Bonar Law, arrived to speak and the discussion ended.

URGE OPEN DOOR FOR ALL ALIENS

Secretary Davis Reports Business in West Wants Bars Down

On his return to Washington from a western trip Secretary of Labor Davis said he found a constant agitation to let down all immigration bars. He said much of this agitation is based on misrepresentation of the 3 per cent immigration law.

The secretary said he was convinced many misinformed or misled employers are using the argument that "the immigration flood gates should be thrown open to supply the demand for labor."

"This argument is fallacious for several reasons. There is an impression that the so-called 3 per cent law has operated to arbitrarily limit our immigration from all European countries. Nothing could be further from the truth. Those who are now clamoring against the law forget or utterly disregard the fact that the law would have permitted the admission of thousands of immigrants during the past two years if they had sought admission. At any time since the law has been in effect, workmen for our industries of the racial strains which have made America great, and which, up to the past two decades made up the bulk of our immigration, could have been admitted by the thousands.

"They did not seek admission. They are not coming to America. In the last fiscal year only less than one-half of the quotas that could be admitted under the law have come from England, Ireland, Scotland, Wales, Norway, Sweden, Denmark, Holland and from Germany.

"Germany in the past fiscal year sent but 28 per cent of her quota; Sweden, 43.8 per cent; Norway, 48.7 per cent; the United ingdom, 55.2 per cent, and Denmark, 57.6 per cent

OIL ADS UNTRUTHFUL.

A committee of the associated advertising clubs that has been investigating oil publicity declares that 95 per cent of oil stock advertising is "flamboyant, misleading, and deceptive."

RAIL MEN START THEIR OWN BANK IN MINNEAPOLIS

Opens With $40,000 in Deposits From Brotherhoods.

The Transportation Brotherhoods National bank, the sixth of its kind in America opened fro business in Minneapolis Monday with initial mail deposits of more than $40,000, W. P. Kennedy, executive vice president announced.

The bank will conduct a general banking business. Four per cent will be paid on savings deposits and depositors will share in the profits of the bank. Dividends to stockholders must not exceed 10 per cent. Mr. Kennedy stated that 25,000 men are represented by the four brotherhoods in the Northwest and a large mail deposit business is expected.

"The motto of the new bank will be service, and all its powers will be directed toward strengthening the position of organized workers," Mr. Kennedy said. "In the investment of funds of the depositors and stockholders every effort will be made to favor loans which will be of a productive and constructive nature, such as the building of factories and the building of homes. Assistance will be rendered the trade unions, their members and friends in many ways, such as the formation of credit unions and the fostering and promotion of co-operative movements among wage earners."

The capital of the bank is $200,000 and a surplus of $20,000 paid in by members of the four brotherhoods, the majority of whom are residents of the Northwest.

Warren S. Stone, grand chief of the Brotherhood of Locomotive Engineers, of Cleveland, Ohio, is president, and the executive vice president of the institution is W. P. Kennedy, chairman of the Brotherhood of Railway Trainmen of the Chicago, Milwaukee & St. Paul system.

DAUGHERTY PUTS O. K. ON MERGER

Attorney General Believed to Have Given Legal Bill.

Washington, Dec. 21.—An opinion as to the legality of the proposed consolidation of the Armour and Morris packing companies has been given to Henry C. Wallace, secretary of agriculture, by the attorney general, Harry M. Daugherty. It is understood the attorney general has taken the position that such a combination would not be contrary to law.

A vigorous contest is being waged over the possible effect of a merging of Armour & Co., with Morris & Co. Senator LaFollette, leader of the progressive bloc, is carrying the attack against a combination, while national officers of the American Farm Bureau Federation have come out in favor of the plan.

President Harding's reported approval of the combination has come in for denunciation by Senator La Follette, who is calling for the facts about the merger as asked of Secretary Wallace in a senate resolution.

Members of the Federal Trade commission are opposed to the merger on the ground it would stifle competition. They say there is not enough competition in the industry now. In the opinion of some members of the commission it would not be good policy for the administration to indorse such a combination, as it might lead to further consolidations in the industry.

CONGRESS CANNOT CURB POWER OF COURTS IN CONTEMPT CASES

United States Federal Judge In Florida Rules People's Law Makers Are Without Authority to Control Courts.

A dangerous, divine right theory is being established by the courts of the country, especially in conjunction with the injunction sophistry of anti-labor propagandists. The assumption of power by the courts reached a climax—or perhaps one of a series of climaxes—in the decision last month by Judge Rhydon M. Call, in the United States District Court at Jacksonville, Fla., in which he held unconstitutional that portion of the Clayton Act providing for a jury trial in matters of contempt, "if," as the act reads, "the act or thing done by him be of such character as to constitute also a criminal offense under any statute of the United States."

The ancient right of trial by jury has been under attack for some time by a certain group of autocrats, some of them entrenched in the courts, who believe that the affairs of the country should be conducted by a few "masters."

Government by injunction has been the vehicle for eliminating jury trials in industrial disputes. "Due process of law," as the majority of the people of the United States understand this constitutional clause, was intended to prevent the autocratic assumption of power by courts.

The reasoning of the court in this instance is interesting in its reactionary tendency. It assumes that the Clayton Act was an encroachment by congress on the province of the court and also that the court is the only agency which can determine the province of the court. The will of the people, as expressed through congress is therefore of no consequence to the courts.

Judge Call said in his decision, which was made in the case of Burrell Atchison and Harry Roberts, and L. H. Shehee, who were seeking a jury trial in contempt proceedings subsequent to Judge Call's injunction in the recent rail strike:

"The position of the government is that congress transcended its powers in attempting to provide for a jury trial in cases of contempt, for the wilful disobedience of a court order.

"The government contends that under our system of government established by the constitution, each department: the legislative, the executive, and the judicial, are separate from and independent of each other, and their legitimate provinces may not be invaded by the others.

"That the power to punish for contempt is inherent in the courts, and being so inherent in the courts, it is essential to and inseparable and inalienable from them.

"That this power exists independent of legislation; cannot be taken away by legislation or abridged.

"That the Clayton Act, in sofar as it undertakes to give one charged with contempt of court by a wilful violation of an injunction duly issued by the court, a right of trial by a jury, so abridges the inherent power of the court to punish for such contempt, that it materially impairs it and in such respect is nugatroy.

"The constitution of the United States divides the government into legislative, executive and judicial, and prescribes the powers and duties of each of these departments."

After this attack on the Clayton Act and the establishment of the divine right theory, Judge Call added the following anti-labor comment:

"I am of opinion that that portion of the Clayton Act giving a jury trial to persons charged with contempt in violating the injunctional order of this court is of no force even in cases which fall strictly under said act.

"In the instant case it is extremely doubtful if those are cases falling under said act.

"These parties were not employes of the railroad at the time of the issuance of the injunction. The relation of employer and employe had been severed and no longer existed, by the withdrawal of such parties from the employment theretofore existing."

It is, of course, obvious that by this reasoning the court can apply the use of the injunction to remove the right of trial by jury, or to deprive the individual of "due process of law" as accepted for centuries in common law practice.

THERE'S BUT ONE REASON FOR LABOR INJUNCTIONS

"The real reason for the issuance of injunctions in labor disputes is to make an act unlawful at another time," writes Henry F. Hilfers, secretary of the New Jersey state federation of labor.

"The great mass of the public does not understand ,and some will not understand, the attitude of trade unionists on the labor injunction.

"This writ issued in strike time is for the purpose of sending men and women to jail without trial by jury upon evidence furnished by strikebreakers and hirelings of so-called detective agencies, and for acts alleged to be committed by the strikers for which they could not be convicted under any other circumstances."

NEVER SO WEALTHY.

The annual list of trust companies in this country shows that these financial institutions were never so wealthy or so powerful. Their total resources on June 30 last were nearly $12,000,000,000. This is more than a quarter of a billion dollars in excess of the previous high mark.

GENERAL BAKERY CUTS HUGE STOCK DIVIDEND

Directors of the General Bakery company recommend that the company's common stock be increased to 500,000 shares. At the present time the common stock is 150,000 shares, with a par value of $100 each.

The profits in this industry is indicated by the announcement that the company had a surplus of $3,013,000 last December, and now about $3,700,000 in Liberty bonds and $1,250,000 in cash. Last year's clear profits were $1,182,495, after all charges and preferred dividends were paid. It is expected that this year's earnings will reach $3,000,000.

The company's surplus is piling up so rapidly that the common stock must be increased so the profits will attract less attention when they have a wider "spread."

MUST PAY IN CASH.

The Pennsylvania state compensation board has ruled that workmen's compensation must be paid in cash. The decision was based on the case of an injured miner who was given a ton of coal by request. The price of the coal was deducted from his compensation.

FARM DELEGATES REVERSE HOWARD ON SHIP SUBSIDY

Farm Bureau Federation Convention Repudiates President.

America's representative farmers snatched back their support pledged to the principle of the ship subsidy bill by their president, J. R. Howard, at the concluding session Thursday last of the American Farm Bureau Federation's fourth annual convention which was held in Chicago, and in resolutions adopted denouncing the measure.

Delegates in passing the ship subsidy resolution hinged their arguments against the bill on the cost of carrying it out and when the resolution was finally adopted by the convention it was of much wider scope than just the ship subsidy. It follows:

"Inasmuch as it has been the general policy of America to subsidize railroads by land grants and to benefit manufacturers by a protective tariff, and now comes a proposal to bonus American shipping interests, for all of which the public must foot the bill, we emphatically protest against continuance of such a policy that has become confiscatory instead of protective."

Charges that foreign ships discriminate in giving poorer service to American shippers were regarded by the farmers as absurd, opinion being expressed in the debate that service would be given those who paid promptly and that foreign shipping firms were good business concerns in this respect.

The critical phrase referring to the tariff act expresses in a degree the Farm Bureau attitude on that issue. A special resolution was passed asking that the tariff commission immediately investigate tariff rates on imports sold to farmers and effect a reduction of all rates so as to "establish more equality in the cost of production here and abroad."

CLOSED SHOP ON GREAT NORTHERN

Every Shopman Compelled to Join Company Union.

The real closed shop, the kind that anti-unionists say labor maintains but which it does not, has been introduced in the Great Northern railroad, according to advices from Everett, Wash., where that road has large shops.

Every applicant for employment is required to sign a pledge that he will join the company union, striking shopmen declare. The Great Northern is one of the roads that refused to accept the Baltimore agreement. It has organized a "one-big-company union" of shop employes.

The union shopmen compare this position with their policy of depending on the voluntary action of workers to join the trade union movement.

"There are hundreds of men on strike today against conditions imposed by the railroad labor board and the various railroad companies, men who did not belong to the organization and perhaps never will," the shop men say. "But even these men, who enjoyed all the privileges and benefits secured through the organization without paying a cent therefor, could see the injustice that would result from the board's rulings."

SHORTAGE OF ANTHRACITE COAL DUE TO RAILROAD OWNED MINES

Miners Walk the Streets, Mines Are Shut Down; Cars Not on Hand, While People of Northwest Suffer.

There is a seeming conspiracy to compel the people to suffer for want of coal in order that owners may boost its price. According to word from Washington anthracite miners are idle, the coal shortage continues, and the public is paying a high price for coal because the anthracite coal mines are owned or controlled by the railroads and it is to their interest to delay the movement of coal by every means possible. In the Northwest the people are freezing for want of coal.

Conditions Belittled.

These conditions are minmimized by the daily press and there is extraordinary reticence in official circles in discussing the situation.

The region around Scranton, Pa., is tied up with a lockout by the railroads against the shop crafts. In one yard outside Scranton there are 12 or 14 railroad tracks abreast of "gondolas" and box cars filled with stalled anthracite. In this particular half mile of coal there is not only the "steam size," too small for domestic use, which Conrad E. Spens, fuel administrator, has declared was mainly represented in the tie-up, but every domestic coal size, from pea, stove and egg to "run of mine."

This is the situation throughout the region around Scranton. The war of certain coal-owning railroads on the shop crafts keeps locomotives out of condition to pull trains. Amazingly enough, this situation undoubtedly pleases the railroads because it keeps up the price of coal, and so the railroads have one definite incentive for not settling the shop crafts strike in this region.

Rail Strike Is Felt.

Since 152 railroads ended the strike some months ago and took the men back, the public has taken it for granted that peace was on its way and has forgotten all about the strike.

But the Scranton region is still in the midst of a strike which is seriously affecting the people of the country. There have been few desertions. Strikebreakers are entrenched in garrisons, expensive bonuses are paid to retain gunmen from New York's East Side, and both sides are settling down to a winter's watchful waiting policy. The mild autumn has fought on the railroad's side. Approaching winter makes the condition very grave. The unionists have placed their case in President Harding's hands. The original matters of dispute have been forgotten. Yet the railroads continue their lockout and they benefit from continued high prices for coal.

Motive Power Short.

An official of the interstate commerce commission in Washington has pointed out that with a 120 per cent demand for transport, only 70 per cent of the normal locomotive power is being supplied.

The strike in Scranton against the anthracite railroad lines is effective because Scranton is essentially a labor city. The paper with the largest circulation gives labor views, the mayor owes his election to labor support, policemen and officials of neighboring boroughs sympathize with the workers. In West Pittston pickets of the strikers have been sworn in, and wear official badges of authority. The railroad lines are fighting an entire community with strikebreakers and gunmen.

Under this condition the locomotives are deteriorating rapidly and the inefficient repair work of New York bums and gunmen will not stand up under a severe winter. The heavy railroad grades necessitate three locomotives to each train of coal cars.

Car Shortage Worst.

The interstate commerce commission refuses to divulge to the public any of its information regarding the anthracite delay. The editor of the Railway Age has written publicly that the present car shortage, the most serious in American history, will be worse in the spring.

It is no secret that the anthracite mines are owned by the railroads. That's why the fuel administrator in Washington has received no complaints from the mines about the lack of cars and the delays of the railroads in shipping coal out of the anthracite region.

There is overwhelming evidence that mines have shut down. Miners are walking the streets without work. Meantime cars of delayed coal, with rusted wheels and two-foot icicles on the sides, stand in the yards testifying to the length of time they have waited for engines. The public will wait longer for the coal it should have had long ago. The miners could have produced the coal. The railroads won't permit it. Normaley stagnates in Washington.

OLD GUARD MAY TURN TURTLE ON BANK GUARANTEE

Nolan Committee Considering Bill With Other Legislation.

Can it be that the old guard remnant in the state legislature, which killed a state bank deposit guarantee bill two years ago, is to take up the subject at the coming session? Surface indications point to that fact.

The committee interested in the election of W. I. Nolan as speaker of the house, it is reported, has included the study of a bank guarantee bill in its list of legislation to be considered in the pre-session conferences. It is understood that the progressives will introduce the same measure that was rejected two years ago. The Nolan organization then opposed a guarantee bill.

But today it is a different story. The Nolan commitee, named by Representative W. I. Nolan on the assumption he will be re-elected speaker, and composed of a majority of reactionaries, has set for one of its numeruos duties the studying of a bank guarantee bill to protect the money of the people deposited in state banks.

No definite action has yet been taken further than the approval of one clause of the measure, which favors an interest rate of 5 per cent on time deposits in state banks.

The fact, however, that the Nolan committee has even consented to study a bank guarantee bill at all is, in the opinion of progressive leaders, an admission on their part that they will not again be able to defeat the will of the people in the coming legislature.

The committee, of which R. A. Wilkinson, for many years a railroad attorney in the old days when the railroads thought the world and particularly the great northwest, was theirs to profit off at will, is chairman, will meet Dec. 30.

SAYS DAUGHERTY IS CHEAP SKATE

Utermeyer Declares Attorney General Is Cheap Politician.

A man without learning and whose life work has been that of lobbyist was one of the stinging references to Attorney General Daugherty by Samuel Untermeyer, New York lawyer, at a dinner attended by progressive members of congress and private citizens in Washington.

Mr. Untermeyer declared there was "a complete breakdown in the administration of justice" and that the progressive conference was the first hopeful sign "since the government has been thrown into involuntary liquidation, with the trusts, corporations, war and peace profiteers and other privileged and predatory interests administering our affairs."

"I have come here tonight in response to your invitation for the purpose of sounding a warning, dispassionate and without partisanship, but intensely earnest, against what I regard as the complete breakdown in the administration of justice. We are rapidly drifting toward the cataclysm which was predicted when, instead of selecting a great lawyer for that exalted post, a man of the most mediocre attainments was named solely on the ground of personal friendship and political service—a man of the measure of the average ward politician, who is without learning or training as a lawyer and whose lifelong environment and practical work has been that of a legislative lobbyist and nothing more."

FORM BAKING COMBINE.

A recent combine of bakery companies is another big step toward monopolization of the bread market, says the Bakers' Journal. The latest combine includes the Shultz baking company of New York, the Ward & Ward, and the Campbell interests. These interests are valued at $9,000,000.

HOW STRIKEBREAKERS FOUND PATH TO EASY COIN AT COST OF ROADS AND PEOPLE

Whiting Williams, student of employment management and himself an employment manager, investigator and writer of note, went out among the railroad strikebreakers to see what sort of job they were doing. He went among them as one of them—as a strikebreaker, incog. He wrote about his experience for Collier's Weekly. Following are extracts from his article in that magazine, reprinted by permission:

"About three weeks ago," he muttered confidentially, after we got acquainted, "I was gettin' forty-seven cents an hour, like you, but after seein' my buddy mend a few things like this, I blowed. A little farther down the line I got on as a car knocker (repairer)—that's sixty-three cents an hour. See? And when I made my stake there—after fifteen days—I come here at seventy cents as a regular machinist." That was his primrose path to easy money.

"I think I'd know what to do for this machine," one lad exclaimed, after he had climbed the locomotive's front end, opened up to let the workers into the smoke box, "if the blinkety-blank thing only needed a shave!"

Three of my fellow machinists are "taking on a piece of jack" during vacation from their own work of photographing blue prints in a railroad office.

"Carpenterin' is my line," said my new boss after I was changed to the night shift, "but slack work in my town made me think right smart of this easy money. If you don't take it too easy, they may make you a foreman, like they did me. Last night my two helpers hid themselves after midnight and slept till mornin'. I'll do my best to give you overtime. Sometimes I've worked a plumb twenty-four hours—and got paid for thirty-two. That's $22.40. At that rate, I'll clean up around $500 in six weeks—and no place to spend it, so long as we're gettin' free board and room at the camp—and takin' no chances on gettin' a cracked nut by tryin' to get past these here pickets outside."

With our torches, hammers, and wrenches, we would sit at the entrance of the roundhouse stalls and wait until the turntable delivered a returned engine into our hands. Then we inspected every bolt and tightened every loose nut we could find on the wheel trucks or the journal boxes that held the bearings for the great steel axles of the engine's tender or tank. It is remarkable how much you can tell about the tightness of a nut by the sound it makes when you hit it with a good hammer. One trouble was to find the good hammer, or torch, or wrench, because the tools were laying in confusion among the litter of dirt and waste and ashes all over the house.

Amateur Car Knockers.

While we hammered or tightened, others were making sure that the boxes were properly filled with oil and waste, while up ahead a half dozen different groups were in the cab or down beneath in the pit, or alongside the steam box or the drivers, attending to water, steam, fire, air, or grease.

Most of these men were as far as it is possible to conceive from possessing any degree of either skill or responsibility. Except, possibly, during the war, unskilled, semi-skilled, and unattached (not to say floating) labor has never had such a joy ride as this strike gave it. Even during the war, the average employer could not be as free with transportation as are the railroad employers.

The trouble is not with the hours of labor, but of leisure. The camp's sleeping and eating quarters are hastily constructed. The dozen box cars fitted up with beds look to be the best, but these have been reserved for the salaried guards and foremen. We common laborers and helpers of all colors—including one from India—have been put into bunk houses, sixty or a hundred of us in a bunch. The constant chatter of the colored waiters just outside, and the swarms of hungry flies within, make it plain enough why most of the men do their sleeping in the roundhouse—on the job—instead of in the camp. The more they can sleep in the house, furthermore, the more overtime they can stand, and the more pay and a half they can get out of the passing days to build up their stake.

Merry Life, But a Short One.

Many of these floaters are finks—that is, professional strikebreakers, who lead a merry high-spot life, and usually, a short one.

"Wherever his labor agent tells him, there he's gota go. See?" one of their friends explains. "His agent can wire him at any time for any job at any place. Of course, he don't do any more work than he has to. He's mainly there to count one, so the papers can say the job's goin' on fine—that, and to be ready to fight in case the strikers start somegets cleaned out of money. Well, all he has to do is to go to his agent thing. In between jobs, he mebbe and say: 'Gimme thirty dollars on account!' Just like that. See?—and it's took out of his pay later on. Easy money, I'll say. The minute things get too quiet here, his agent'll probably wire him to beat it out to some place where there's more trouble.

"A lot of these finks are Junkers, too," explains still another. "You know—snow birds—dope fiends. The police here has taken three hypo needs offa one man."

NATIONAL GRANGE VOTES AGAINST LASKER SUBSIDY

The proposed ship subsidy is "but a form of government paternalism taking from one class of people to help another," declared Sherman J. Lowell, Fredonia, N. Y., master of the national grange, before the annual convention.

Every state master of the grange has been asked for his views on the ship subsidy and the replies were "almost unanimously" against it, Mr. Lowell said.