

Wilson Friend of the Railroad Employe

The opposition to Wilson has been practically filtered down to a single false proposition. After all other misrepresentations have been refuted the accusation is made that Wilson is an enemy of labor and that falsehood is paraded before the wage-earners as a finality.

Those who employ this falsehood to deceive the working men show scant respect for their intelligence. The records on the subject are accessible and honest and intelligent working men of Pennsylvania not only read but they think and know.

The following facts are presented in order that there may be no further misunderstanding of Woodrow Wilson's views upon the labor question:

FIRST.

Semi-Monthly Pay Bill for Railroad Employees.

For years the railroad employees' associations of New Jersey demanded a law which would enable them to draw their wages twice a month. They demanded that they be freed from the clutches of the loan sharks, whose usurious interest charges they had long submitted to. But so long as the Republicans were in control a strong railroad lobby always fought them successfully.

Governor Wilson supported this measure in every possible way.

When the time came to sign the bill, railroad attorneys appeared before Governor Wilson, and argued against its approval, claiming that such a law would impose, unjustly and unnecessarily, additional financial burdens on the railroad companies.

Governor Wilson considered these arguments carefully and then signed the bill. For this he was commended by associations of railroad employees throughout New Jersey, and in a resolution adopted February 29, 1912, at Trenton, by the State Federation of Labor.

SECOND.

Full Crew Bill.

At the Democratic State convention, held at Trenton, October 3, 1911, Governor Wilson had inserted into the Democratic platform the following pledge:

"We favor safeguarding railway travel as far as possible and, therefore, pledge ourselves to the passage of a law to accomplish the purpose contemplated in the FULL CREW BILL which failed to pass the last Republican Senate."

In his Inaugural Message to the Legislature the Governor urged action as follows:

"We have done much toward securing justice and safety for the workmen of the State in our factory laws, our tenement house legislation and our employers' liability act, but we have not done enough. Our workmen very justly

WHAT THE Democratic Candidate for President

Has Accomplished as
Governor of New Jersey
for the Man Who

Drives the Engine Works in the Yards Sets the Brakes Flashes the Signal and Safeguards Our Lives

demand further legislation with regard to the inspection and regulation of factories and workshops, and I recommend legislation of this kind to your very careful and earnest consideration. I recommend, moreover, the passage at an early date of an act requiring the railways operating within this State to provide their trains with adequate crews. Our sister State of Pennsylvania has adopted legislation of this kind and the railways whose lines cross from Pennsylvania into New Jersey actually carry full crews to the border of this State and then send their trains on through New Jersey with diminished crews, to the jeopardy, as I believe, of life and property, requiring more of the small crew than it can safely and thoroughly do."

Whereupon Assemblyman Ford, Democrat from Hudson County and President of the State Federation of Labor, introduced a bill embodying these suggestions of Governor Wilson. It passed the House, but failed in the Senate, owing to opposition from Republicans.

THIRD.

Employers' Liability Act.

(Chapter 95, Laws 1911, page 134.)

Accidents to railroad employees were provided for by the workmen's compensation act, which contained provisions for the automatic payment of compensation to railroad employees for injuries or loss of life, doing away with the old barbaric fellow-servant doctrine, which had been nurtured by the common law.

For years the employees and laborers of the State of New Jersey had demanded this kind of legislation, but their demands were never satisfied owing to the sinister influences which worked against it.

In his Inaugural Message to the Legislature Governor Wilson said:

"In the first place, it is plain that our laws with regard to the relations of employer and employee are in many respects wholly antiquated and impossible. They were framed for another age, which nobody now living remembers, which is, in-

deed, so remote from our life that it would be difficult for many of us to understand it, if it were described to us. The employer is now generally a corporation or huge company of some kind; the employee is one of hundreds or of thousands brought together, not by individual masters whom they know and with whom they have personal relations, but by agents of one sort or another. Workingmen are marshalled in great numbers for the performance of a multitude of particular tasks under a common discipline. They generally use dangerous and powerful machinery, over whose repair and renewal they have no control. New rules must be devised with regard to their obligations and their rights, their obligations to their employers and their responsibilities to one another. New rules must be devised for their protection, for their compensation when injured, for their support when disabled.

"We call these questions of employers' liability, questions of workmen's compensation, but those terms do not suggest quite the whole matter. There is something very new and very big and very complex about these new relations of capital and labor. A new economic society has sprung up, and we must effect a new set of adjustments. We must not pit power against weakness. The employer is generally, in our day, as I have said, not an individual, but a powerful group of individuals, and yet the workingman is still, under our existing law, an individual when dealing with his employer, in case of accident, for example, or of loss of life or of illness, as well as in every contractual relationship. We must have a workingman's compensation act which will not put upon him the burden of fighting powerful composite employers to obtain his rights, but which will give him his rights without suit, directly, and without contest, by automatic operation of law, as if of a law of insurance.

"This is the first adjustment needed, because it affects the rights, the happiness, the lives and fortunes of the largest number, and because it is the adjustment for which justice cries loudest and with the most direct appeal, to our hearts as well as to our consciences."

Governor Wilson then conferred with the Committee on Railroads and Canals in the House, urging favorable consideration of the bill, and in every way possible aided its passage through the Senate. As a last resort, the attorneys of the railroad companies demanded that he veto it, but GOVERNOR WILSON CONSIDERED ITS BASIC PROVISIONS SO JUST AND HUMANE THAT HE SIGNED IT.

His Fever.

Small Harold complained of having a fever and persuaded his mother to let him stay at home from school. Later he asked permission to go out and play.

"Why, I thought you had a fever, Harold?" she said in reply.

"So I have, mamma," he explained; "but it's the baseball fever."