

ROOSEVELT LASHES WAR JOB LOAFERS

**Any Man Who Scamps His Work
Is a Traitor, He Asserts at
Newburgh Launching.**

9,000-TON SHIP DOWN WAYS

**First of Ten Building There for Gov-
ernment—Ex-President Praises
Spirit of the Work.**

NEWBURGH, N. Y., Sept. 2.—"I am convinced that, generally speaking, there is a fine spirit of patriotism in shipbuilding labor in all parts of the country," said Theodore Roosevelt today in an address at the launching of the steamer Newburgh, the first of the 9,000-ton vessels to be built here for the Emergency Fleet Corporation.

"Yet it has been alleged to me," he went on, "that in certain yards men have loafed individually, and that in certain yards unions have actually limited the output, so as to limit the number of rivets driven in a day, or to limit the number of days that they worked, or in other ways to prevent the development of our full strength and our utmost speed.

"Such men are traitors to the country. If I had my way, I would take any such man and any man who aided or abetted such a man, put him in the army at once, and send him across the water to do the hardest work in the most dangerous position, and I would not give him a rifle until he had learned the spirit of patriotism.

"Any man who lays off now or scamps his job is a traitor to his fellow-Americans in France, a traitor to the men who need all the help we can give them. And, on the other hand, you, such as I am addressing here; you, whom I am convinced, represent the enormous majority of the shipyard workers; you who are doing your utmost night and day, week in and week out, stand on the honor roll of American citizenship as second only to our troops in France, and I honor you. I pay you homage, and I am proud beyond measure that I am your fellow-countryman."

Free from Profiteering.

Colonel Roosevelt paid tribute also to the men composing the Newburgh Shipyards Company, which is building the ten ships, and to the men in executive control of the work.

"The men who have put in the capital," he said, "are not only wholly free from profiteering, but have cut the margin of profit to the vanishing point. The

men in positions of management have accepted salaries that barely cover their expenses and cost of living.

"The stock is held by six men who have put in \$2,500,000—and all six are men who have before this war rendered disinterested and patriotic public service of the highest value. They are to get from the Government 5 per cent. on the cost of the ships as the agents' fee. These men will only come out a little more than even. They have announced that their wish is to have merely such profit as will enable them to get back their capital and the interest on it. After the war, of course, there will be here a going shipyard organization, and the company can then take private contracts, recoup themselves for their losses, and make the profits to which they are entitled."

Speaking of the President of the company, Thomas C. Desmond, Mr. Roosevelt diverged to say:

"Mr. Desmond made up his mind that he did not intend to profit out of the war. If I had been allowed to raise my divisions Mr. Desmond would have been a Lieutenant Colonel of Engineers in it, and he would have done his work admirably. It is not his fault that he is not serving on the other side. When he was not permitted to do so, he undertook this vitally important war work on this side."

Dwelling upon the duty of the workmen to put forth every effort to hasten the building of ships, Colonel Roosevelt said:

Limiting Output Criminal.

"Any union rule or workmen's agreement to limit the output in shipyards should be treated as criminal at this time. Pershing's men are not limiting their output. They don't limit the blood they shed or the efforts they expend, and shame and disgrace should be the portion of any man who here at home limits the output necessary to make the blood and the labor of our soldiers at the front of avail.

"Many of you men here have sons, brothers, kinsfolk in France. You, President Desmond, have a younger brother who is a Lieutenant in the Tank Corps in France, and I speak what I know to be the truth when I say that whenever you get tired by a day's work the thought of what your brother is risking and doing in France spurs you on to work all night, if necessary.

"The boys in France get few days off and few vacations. I wish to link you men before me here in the shipyards with your friends and kinsfolk in the army in France. I wish that every American shipbuilder shall feel that a slacker in our shipyards is as shameful a creature as a coward in the army in France, and that a good worker in the shipyards stands honorably forward like a good soldier in the army. I have come here to Newburgh largely because my inquiries have convinced me that here there has been no organized limitation of output and practically no loafing.

"Mr. Desmond, from all I can hear, I believe that there has been developed in this yard a warm spirit of helpfulness and co-operation. The day of industrial autocracy is past. If we permit it to be supplanted, however, by Bolshevism in industry, we will smash up, just exactly as Russia has smashed up. Romanoffism, Kaiserism, and autocracy, whether in politics or in industry, spell ruin, but Bolshevism and anarchy of all kinds

spell a ruin just exactly as complete. You can no more have an industrial army without leaders than we can have a military army without officers. The Bolsheviks have tried both experiments in Russia and they have made Russia a curse to itself and a curse to the rest of mankind in consequence.

"Democracy can succeed only if the people understand the need of discipline and leadership. If they don't understand the need, then they will go down before autocracy. The leader must be a real leader, not a driver, but a man who considers primarily the interests of those whom he leads, and, on the other hand, if the mass of men are not willing to adhere to leadership, to develop it and to follow it, and to combine order and discipline with liberty, then there can be no co-operation, there can be no success—nothing but chaotic ruin ahead. We need in American industry a democracy of management and genuinely democratic leadership."

Reads a Letter from Overseas.

Colonel Roosevelt read an extract from "a letter sent to me by a Major, now overseas in the American Army, a Major in a motor supply train," as follows:

"The men of all the American Expeditionary Force are splendid. Last night at retreat I told my command that I wanted some volunteers to give up their afternoon to helping the old men and the women of this district to harvest the crops. I asked any man willing to so aid France to raise his hand. Every hand went up like a shot.

"We are training, drilling, and aiding materially to harvest crops as we train. As I looked at my men today gathering hay, hoeing potatoes, sawing wood, working in the fields, I thought to myself how truly these American Expeditionary Force men were giving their all to aid in the destruction of the enemy of American ideals.

"They are clean men, serious men, they have cast off that boyishness, so manifest in training camps in the United States, and are facing every turn of the game over here with a spirit that forever will make the world prick up its ears when the word 'American' is spoken.

"The officers of my command voted to put up 10 francs each as prizes for some games on the Fourth of July. My officers asked me how best to proportion it, 160 francs in all. I spoke to some of my headquarters enlisted men about it, and the senior Sergeant replied: 'Sir, the boys feel it would be better to buy some chocolate and things for the French kids. We don't need the prizes.' Can you beat that for Americanism?"

"I should think the slackers in the United States would want to crawl into a hole and pull the hole in after them."

It was with the ex-President leading the cheering that the Newburgh slid down the ways into the Hudson River. Twenty thousand persons witnessed the launching. Just as the ship reached the water a long troop train passed near by, and the soldiers added their cheers to those of the Newburghers.

Mr. Desmond, in introducing Colonel Roosevelt, said that for the future the yard would turn out one similar vessel each month. Mrs. Irving T. Bush of New York was the sponsor for the vessel.

Citizens of Newburgh contributed to the purchase of the ship's bell, which was presented in their name by Mayor Wilson.

LABOR DAY LAUNCHINGS.

**Two Ships in Philadelphia District,
One at Quincy, Mass.**

PHILADELPHIA, Penn., Sept. 2.—The merchant marine was increased by 10,500 tons today by shipyards adjacent to this city. The Brandywine, a 7,000-ton tanker, was launched at the Gloucester, N. J., plant of the Pusey & Jones Company, and the Bulana, a 3,500-ton cargo-carrier, at the Traylor Yard at Cornwells, Penn. In addition to the launchings, the 8,800-ton tanker Phoenix was turned over to the Shipping Board by the Chester (Penn.) Shipbuilding Company.

Preceding the launching at the Gloucester plant, a parade was held in which the workmen of this yard and those of the New York Shipbuilding Company, at Camden, N. J., participated.

QUINCY, Mass., Sept. 2.—The steamer William L. Steed, 13,665 gross tons, built for the Pan American Petroleum and Transportation Company, was launched today at the Fore River Yards of the Bethlehem Shipbuilding Corporation. The steamer was christened by Mrs. Paul H. Harwood, wife of the President of the company, and was named for William L. Steed, Superintendent of the Mexican Petroleum Company of California.

The vessel slid from the ways with such momentum that she struck on a ledge on the opposite bank of the river and slightly dented a plate.