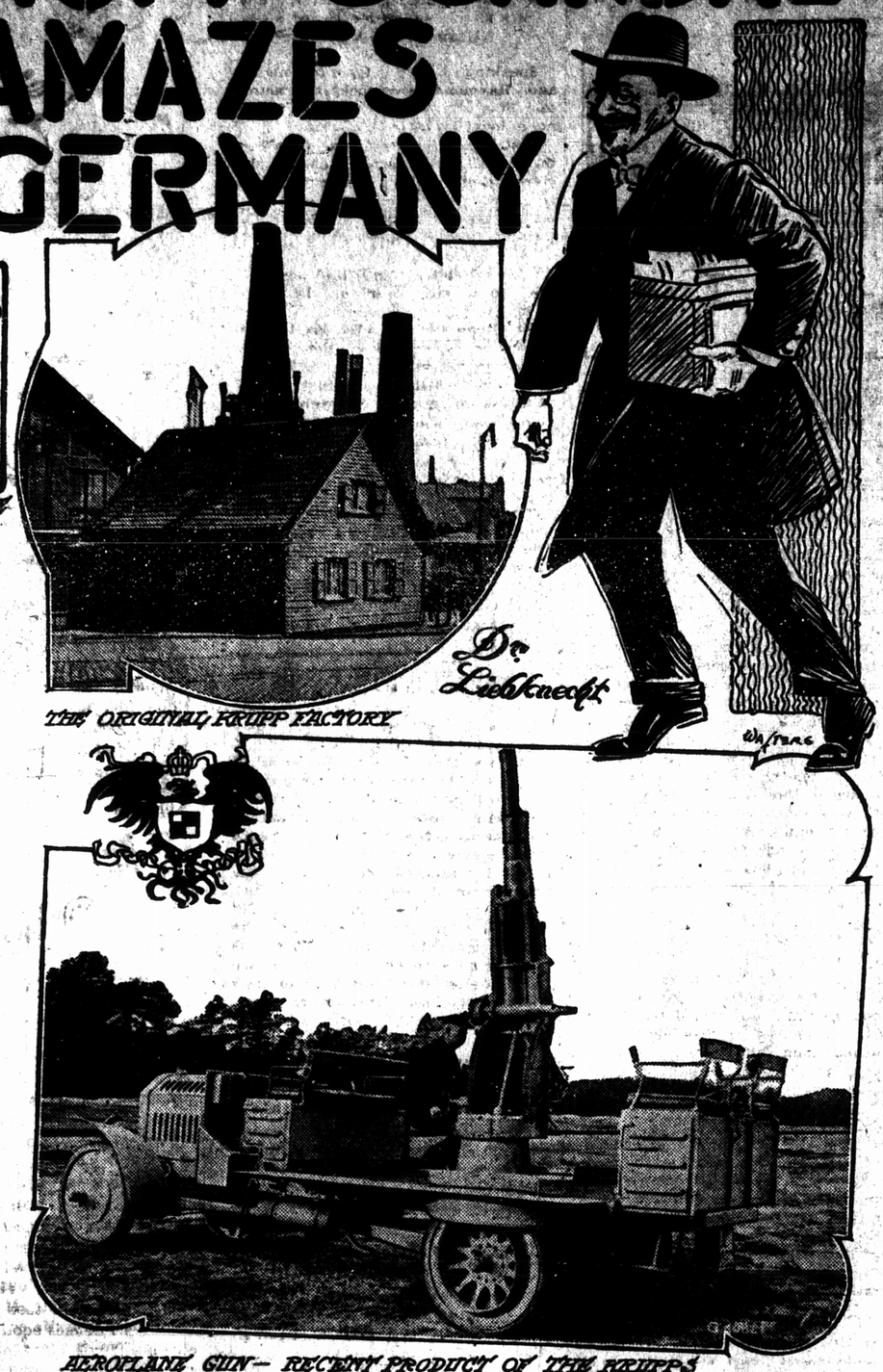
KRUPP SCANDAL AMAZES GERMANY

MRS. KRUPP—VON BOHLAN, ONE OF THE OWNERS OF KRUPPS



THE ORIGINAL KRUPP FACTORY

AEROPLANE GUN—RECENT PRODUCT OF THE KRUPPS

GERMANY'S excitement over the Krupp scandal is not due alone to the rarity of graft cases in that country, or to the fact that it touches her in her most sensitive place—the army. It is due partly to the fact that the Krupp establishment has come to be looked upon as a national institution, and that every German has been immensely proud of it as one of the glories of the Fatherland.

And now to discover that this great industry has stooped to the bribing of officials—a fact admitted by the Krupp firm, after the charge had been made in the reichstag—and that it had been supplying French newspapers with material for war-scare articles, so as to induce the German government to buy more armament from the Krupps, is more to Germany than a scandal. It is a catastrophe.

The charges were made in the reichstag by Dr. Liebknecht, the Socialist deputy, and in the columns of the Vorwaerts, the Socialist newspaper. It is a coincidence that it was that newspaper which ten years ago printed another scandalous story about the Krupps, which caused the death of the then head of the works, Friedrich Alfred Krupp.

It was impossible to refute him, because the minister of war, Gen. von Heeringen, was obliged to admit then and there that an inquiry was going on which had already revealed that "one of the Krupp officials" had bribed officers to reveal certain information. The following day the Krupps issued a statement in which they admitted that their representatives in Berlin had maintained "friendly relations" with their former "comrades" of the war department for the purpose of obtaining "business information," and had bestowed small present "on certain under officials."

It was on Friday that Liebknecht exploded his bomb and forced von Heeringen to reveal that secret inquiry and on Saturday that the Krupps made their admission of bribery. On Sunday the Vorwaerts published the text of the instructions sent by the Deutsche Munitions und Waffenfabrik to its Paris agent to "leave no stone unturned" to persuade some popular French newspaper to publish a statement that France intended to double her orders for machine guns. The object was to get the German government to order machine guns from the Deutsche Munitions und Waffenfabrik.

On Tuesday the popular indignation had risen so high that Gen. von Heeringen's plea for a suspension of judgment until his private inquiry had done its work was forgotten. The budget committee of the reichstag voted to appoint a parliamentary commission of inquiry into the scandal. This commission, however, despite the protests of the Socialists, was not vested with power to send for persons and papers.

Although the Krupp works date from 1810, when Friedrich Krupp established his forge at Essen, it was his son, Alfred Krupp, who was the real founder of the industry. Friedrich died practically bankrupt in 1826, leaving little more than the secret of his cast-steel process to his son, and it was 30 years before any striking results were achieved.

It was in 1810 that Friedrich Krupp purchased a small forge in Essen, where he devoted himself to the problem of manufacturing cast steel, but though the article was put on the market by him in 1815 it commanded but little sale, and the firm was anything but prosperous. He employed only three workmen.

Alfred Krupp was born April 26, 1812, and at the time of his father's death was only fourteen years old. His mother carried on the works until Alfred reached his majority, so that twice in the history of the works have they been managed by women. The present head of the industry is Bertha Krupp, the granddaughter of the woman who became its manager in 1826.

The Krupps had so little money that Alfred, on his father's death, was compelled to leave school to assist his mother. He displayed a phenomenal aptitude for the foundry business, and the works developed with increasing rapidity after his influence was felt in their management. By 1848 the firm had expanded so that 122 workmen were employed.

As late as 1848, the year in which his mother relinquished the sole management of the works into his hands, he melted the family plate to pay his workmen. Today the mighty industry furnishes employment to a majority of the workmen of three cities and a dozen coal and iron mining towns. The ships built from it, equipped with its steel, and armed with its cannon, are on all the seas, and wherever steel is used the name of Krupp is known. The capital of the firm now is about $60,000,000.

It was in 1847 that Krupp scored his first real success, when he made a three-pounder muzzle-loading gun of cast steel. At the great London exhibition of 1851 he exhibited a solid flawless ingot of cast steel weighing two tons, thus establishing the fact that an important firm existed in Germany capable of turning out samples of excellent workmanship. The Essen works were everywhere spoken of, and the output watched with the closest interest. The manufacture of weldless steel tires for railway vehicles was another invention which followed soon after.

The making of heavy ordnance, which has made the name of these works famous the world over, was not then a prominent part of the business. One of the first large orders he got for firearms came four years after the London exhibition, when Prussia gave him the contract for her new breech-loaders. The Khedive of Egypt followed this with a large order for war material, and Russia followed with contracts for large quantities of new weapons.

While the Essen works were designed for general foundry work, the output for many years has consisted almost entirely of heavy guns; but it was not until 1846, 20 years after his father's death and 36 years after the founding of the firm, that Alfred Krupp began gunmaking. His first results were pieces of small caliber. As he became interested in the science, and as his discoveries in steel casting developed, the size and weight of the cannon he was able to construct increased steadily until these war monsters, which have become world-famous, became common occurrences in the Essen works.

The Krupp field gun is the basis of the mobile artillery of Germany, Austria-Hungary, Italy, Russia, and Turkey. Under the administration of Friedrich A. Krupp, Essen turned out the great pieces which guard Germany's fortresses and are mounted in her coast defenses. Krupp answered Krupp from the emplacements of Port Arthur against the siege batteries of Japan. And side by side with the instruments of war Essen placed a thousand and one steel products, illustrating Alfred Krupp's first and chief maxim: "No good steel without good iron," used in today's tools, machinery, railroads, and ships.

Krupp ordnance has roared all over the world. Some of the guns that fired at Dewey's squadron at Manila came from Essen. The siege guns used in the Franco-German war and in use at the bombardment of Paris were from this factory, and the Parisians' terror of them was not diminished by the memory of one of the Krupp masterpieces which had been exhibited in their city in 1867. It weighed 15,000 kilograms, and made away with $800 worth of powder and iron every time it was fired. After that war the Krupps refused to make cannon for France.

As the business grew collateral industries were developed, and Essen, which had been a tiny village, expanded to a town of over 100,000 inhabitants, all dependent on the Krupp industries. Coal mines, coke ovens, iron mines, steamships, railroads, and blast furnaces were bought. In 1872 Alfred Krupp owned 414 iron ore diggings, and when his son Friedrich died he owned over 500.

Upon Alfred's death, July 14, 1887, Friedrich A. Krupp became the head of the establishment. It has been said of him that he devoted himself to the financial rather than the technical side of the business, but in 1902, at the annual meeting in London of the Iron and Steel institute, the Bessemer gold medal for scientific research was awarded to him. This is one of the highest honors that can be paid to any man in the iron trade. It was given to him for his discoveries in the manufacture of armor plate. The son was thus following in the footsteps of his father.

Both Alfred and Friedrich A. Krupp declined titles. One was offered to the father by King William, afterward Emperor William I., in 1864, and William's son, the present emperor, renewed the offer to Krupp's son. Neither would accept.

At the time of his death he was by far the richest man in Germany, and was called "the German Morgan." The imperial income tax returns showed that in the year before his death he had a yearly income of between 20,000,000 marks ($4,760,000) and 21,000,000 marks. The second wealthiest man in the empire had an income of only 5,000,000 marks.

He directed in his will that the firm should be changed into a stock company. This was done, but Bertha Krupp, his daughter, who married Dr. von Behlen und von Halbach, holds all but four shares of this company. She is not only Germany's wealthiest woman, but its wealthiest subject and greatest taxpayer.

Hence she has been called "the Queen of Essen," and "Our Lady of the Cannon," and other romantic names. At the age of eighteen there descended upon her the greatest industrial inheritance the world has yet known. She was sixteen when her father died, and attained her majority in 1904.

Essen is a city now of 150,000 population, and it owes its existence as a city to the Krupp works. But there is hardly a city in the world which is governed more in the communistic spirit than this. It is one of the very earliest places in which co-operative stores were established. They have been in existence there for over 50 years. "Bertha Krupp," says one writer, "may be the 'queen' of Essen, but her workmen conduct their own affairs without molestation. She limits her 'interference' to gifts of money, by which institutions of mutual good to the workmen may be established."

From the three men whom Friedrich Krupp employed, the 122 whom Alfred Krupp had in his employ 20 years after he took charge, the force working for the Krupps had grown to 50,000 at the death of Friedrich A. Krupp in 1902. The establishment now comprises 60,000 workmen and 6,750 engineers and clerks.

The works comprise five separate groups, the first of which is the Essen Steel works, with proving grounds at Meppen, Tanger-Hutte, and Essen. This group includes the Milhofener-Hutte, with its four blast furnaces; the Herman-Hutte, with three blast furnaces, and the Sayner-Hutte, with coal and iron mines.

The second group is the Friedrich-Alfred Iron works in Rheinhausen; the third, the Annen Steel works; the fourth, the Gruson Machine works, at Magdeburg-Buckau, and the fifth, the Germania shipyards, at Kiel.

The Essen Steel works alone comprise some sixty-odd departments, covering an area of about 500 acres, and housing 7,200 machine tools, 17 roll trains, 187 hammers, 81 hydraulic presses, 397 steam boilers, and 569 steam engines, more than 2,200 electric motors, and 900 cranes.

Almost in the center of the Essen works stands the original Krupp factory and a family house, maintained intact, in accordance with the directions of Alfred Krupp. It bears this inscription:

"Fifty years ago this cottage was the home of my parents. May none of our workmen have to go through the struggle which the building up of these works has cost us. The success which now so splendidly has rewarded our faith, our anxiety, and our efforts, was doubtful during twenty-five long years.

"Let this example serve as an encouragement to others in difficulties. May it increase the respect for the many small houses and the great sorrows which often dwell in them.

"The object of work must be mutual welfare; the work is blessed, then work is prayer. May all, from the highest to the lowest amongst us, work with the same earnestness to found and secure his own future success. That's my greatest wish.

"Essen, February, 1873, twenty-five years after my assuming charge. ALFRED KRUPP."

OLD TYPE OF ENGINE

SOMETHING TO CAUSE MODERN RAILROAD MAN TO SMILE.

Nothing, However, Is Better Calculated Show the Wonderful Development of the Steel Line Throughout.

The development of the locomotive may be traced by the types used in various periods on New England railroads, as railroad construction began in New England in 30's. Today the latest examples of high-speed passenger and potential freight engines are in service on New England roads. Several of the earliest locomotives in use in New England have been preserved and an excellent example of the general character of the engine of pioneer days of railroading is the tiny Amoskeag, which on September 6, 1842, drew the first passenger train into Concord, N. H., over the newly conmpleted Concord railroad from Nashua to Concord. Engines of the character of the Amoskeag were then in use on the Boston & Lowell, the Boston & Providence and parts of the railroad which subsequently became the Old Colony.

The Amoskeag represents the American adaptation of the early English locomotive built by Stephenson, by the substitution of the horizontal for the verticle boiler and the rear for the forward driving wheels.

Incidentally there is in the Amoskeag a feature that was first used by locomotive builders. These locomotives were the first to use the outside connections, that is to place the cylinder pistons and connecting rods outside the line of the driving wheels.

The Amoskeag and corresponding locomotives were capable of hauling a light passenger train at a maximum of from 15 to 20 miles an hour, and

The Amoskeag Which Drew the Frist Train into Concord, N. H., Sept. 6, 1842.

wood was the fuel. Loads were light, and the traction power of the engines was rarely severely tested.

The locomotive in service on the Western railroad, which hauled the "afternoon express" between Springfield and Albany in 1842 represents a little more advanced type, except that it had the inside connections. The heaviest locomotives of the time were in use on the Western railroad on account of the grades of the Berkshire Hills.

In the Western railroad locomotive is seen the first variety of cowcatcher in use. This was an American innovation, as was also the cab introduced a few years later to protect the engineer and the fireman from the inclemency of the weather.

Up to the years of the Civil war wood-burning locomotives were in services on the main lines as well as on the branches of New England railroads. But soon after the war soft coals as a fuel became universal.

The American locomotive developed slowly and along the line of weight, power and appearance. The Boston & Albany locomotive of 1889 in use in the express passenger service is a type that was considered to be the limit of weight and power at the time.

It was capable of attaining a speed on short stretches of 60 miles an hour. This type of engine is by no means obsolete, even if 24 years have passed since it was the crack flyer. On many branches in New England one of these veterans of the rail may be seen hauling the two or three-car passenger and mixed trains.—Boston Globe.

Locomotive of 1842.

Professional Opinion.

A railroad man was taken to hear a certain bishop preach. The Episcopal dignitary trespassed on time and bade fair to encroach upon eternity. He roamed in all the fields of human thought and speculation, and when he had come several times to an admirable stopping place, only took renewed strength to go on. Finally he reached a belated end.

"What do you think of the bishop's preaching?" asked one parishioner of the railroad man.

"He makes fairly good running time," he admitted, "and he carries plenty of freight. But he hasn't got good terminal facilities."

Give Much to Railroads.

Without the improvements that have been made in railroad facilities the great empire lying between Chicago and the Pacific ocean could not have reached anything like its present condition. The railroads have furnished a ready market for the fruit and grain and stock and in turn have hauled to the towns and hamlets along their lines the manufactured products of Chicago and other cities.

Welsh Gold Mines Still Worked.

Welsh gold mines, in one of which a rich vein is reported to have been struck, have been systematically worked for over sixty years. Gold was first discovered in the principality in 1845, in a lode, on the Clogan mountain.

His Only Chance for Peace.

"A malcontent," mused the man at the head of the table, "is a man who is never satisfied with his lot. The only one that could bring peace to his rebellious spirit is the family lot."

WHY ENGINES "GO OFF FEED"

Machinists Declare That Steel and Iron and Other Inanimate Matter Are Subject to Spells.

An engine driver, pulling at the throttle impatiently, remarked "She don't feel well today. She's off her feed.' He was over sixty years of age, and certainly not of romantic cast of mind. Yet his face was grave, his tone serious and perplexed. He really meant what he said.

While resting at a junction, advantage was taken of the leisure to get an explanation of his remark. There seems to be some real basis for the common assertion among machinists that steel and iron and other inanimate matter such as fire and steam are subject to "feeling good" and being off." If a microscope be put on the edge of a razor, the irregularities, resembling the sky line of New York as seen from the river, vary greatly. Here is a depression where yesterday was an altitude. The steel presents a line of saw teeth that expand and contract. There is no doubt that the molecular changes in a complex machine like a locomotive are continuous and radical.

But how about the driver of the engine? He, too, is a machine. There are days when he "don't feel good," a homely old saying, always graphic and used by us all from the days when we first piped it to the school teacher who could not excuse it. We went home to whisper it, most truthfully, to mother, who could not believe it. What a relief it was to drop our heads down on the matronly lap and sob it out, that somehow, while we were not ill we could not do the task. What blessed intelligence she had! She believed us, she stroked our heads with a touch that was magic, and who will explain how? She who had given us life infused life into us anew by the stroke of her hand.

It is true that there are days when we "just cannot!" The complex mechanism will not work; yet we have agreed to turn in the work for our own wage. What a struggle it is! What a longing to be able to speak out and explain ourselves, if only there was an ear to listen kindly! The iron rule is put upon our product and we know we have fallen short. May be the test was crucial and we lose the job. But that is the world's way, and in meeting just such iron tests we won our place at the beginning.

No matter how gnarled and hardened by the years a man may be, on one of these off days of bitter failure the child mind within him utters its whisper. Thank God he can still feel the knee at which he knelt, when she stopped all housework and gave him time for the sacred confession: "Mother, the teacher would not believe me. I could not think well. I failed today, but I can do it tomorrow. I understand. I know. I know."

And ever on the storied air those words of hers are sounding. "Stop. Rest. Listen."

SNAKE TRAVELED ON TRAIN

Decidedly Unwelcome Passenger Gave California Railroader an Unpleasant Few Minutes.

A large "gopher snake," wedged, through some unaccountable manner, in a coupling of a freight car at the Oakland yards, caused considerable excitement and gave Daniel Hughe, inspector, the fright of his life when, in trying to uncouple the car, he saw the reptile's head about six inches from his face, says an Oakland (Cal.) correspondent.

The train had come in from Sacramento and Hughe was preparing to uncouple the car. The coupling stuck, and he bent forward to examine it. As he did so the snake protruded its head from the mass of iron. With a yell Hughe jumped away and called the other yard men, who at first would not believe his statement.

"Come and see!" said Hughe. "I tell you, it's alive!" Finally Inspectors Shirk and Potter agreed to take a look, and Hughe's reputation for veracity was established. The snake was killed. How the snake, after getting into the coupling, escaped being smashed, and how it got there anyhow, is a puzzle that the trainmen are trying to solve.

Courting Time for Railway Men.

Time off for courting may be allowed the single men of the local street railway service, if a plan now being talked by those who have just felt the coming of spring meets the approval of the management.

The Georgia Railway and Power company encourages matrimony among its employes, as the eternal effect in conduct and on sticking qualities. For this reason it is thought probable that the traffic management will agree to free Sunday afternoons for those who profess to willingness to decrease the visible supply of old maids.—Atlanta Constitution.

Catty.

"My husband," she said, "always wants me to look my best, no matter what the cost." "Well," her friend replied, "one can hardly blame him for feeling as he does."—Chicago Record-Herald.

Wanted to Help.

One day little Laura came into the kitchen and found her grandmother shelling peas. After watching her a moment, Laura said: "Oh, grandma, please let me help you unbutton the beans."

AN OPIUM BONFIRE IN CHINA

Paraphernalia Confiscated From Smokers by Authorities Is Burned Once Every Month.

A quantity of opium pipes, lamps, and paraphernalia for the preparing of the drug, to the total value of more than 10,000 taels, was publicly burned in the presence of Chinese officials and a squad of soldiers on the empty space of ground behind the British concession in Hakow.

The goods represented the results of a month's raiding in and about the city. The opium, which was the native product, and the other articles were piled in a heap opposite the Ningpo club and were thoroughly soaked in kerosene and packed round about with firewood.

This was set fire to, kerosene being poured on the bonfire when the flames showed signs of dying down. Not a clay vial was left. The burning is carried out once a month, this being the second time, and a different place is selected for each fire. The opium and utensils were wholly confiscated from smokers. The smokers were fined or imprisoned.

A Model Juror.

Counsel (to talesman)—Have you any knowledge of anything in this world or the world to come?

Talesman—I have not.

Counsel—Do you know enough to come in out of the rain?

Talesman—I do not.

Counsel—If you were standing on a railroad track and an express train approached at a speed of 90 miles an hour, would you step out of the way?

Talesman—I would not.

Chorus of Lawyers—Step right into the jury box.—Puck.

To improve some family trees, prune them close to the roots.

Most of us are quite willing to forgive the enemies of other people.

SAVING THE OLD HOME

One of the first things that Mme. Sarah Bernhardt will attend to on landing in France will be the matter of the disposal of her home, Fort de Sarah Bernhardt, an island off the coast of Brittany, to the French government. The actress has been much perturbed by reports that it is the intention of the French government to confiscate her island and restore it to the original use as a fortress, on which it was built.

For many years Mme. Bernhardt has lived almost exclusively in her palace on this, the largest of a group of islands near the mainland. She has held her interest in it for years, and it covers over three-quarters of the entire bit of land set down in the sea.

At one time it was a formidable fortification, but the actress has had the place reconstructed and made into a handsome residence, in which she delights to spend her leisure moments. It is here that she entertains her friends.

Faults of Men.

"I wad some power the giftie gie, us to see oursel's as ithers see us." So wrote Robert Burns, and the young men of Paris have just found that "power" in a "Magazine called Paris Taste," which has recently concluded a vote of its lady readers as to which are the seven worst faults of the young men of today. Egotism, it is interesting to learn, takes first place easily with 10,014 votes. Laziness and self-sufficiency run a dead-heat for second place with 7,400 votes, and fast living, gambling, intemperance, and abuse of sport come next with from 6,400 to 5,000 votes. Foolishness is last in the list.

Different.

"It doesn't pay to fight other people's battles," said the sage.

"Oh, I don't know," replied the stranger. "I am a lawyer."