

Railroad Workers, Organize and Strike Against Wage Cuts!

By WM. Z. FOSTER.

IMPORTANT mass struggles are looming on the railroads. The companies are preparing to cut the workers' wages. The labor bureaucrats are shaping up to help them do it. The National Railroad Industrial League is mobilizing the workers to strike against the threatening cuts. All of which is leading straight to mass struggles of major character on the railroads.

It is plain that the railroad magnates are now out to back up their intense speed-up on the railroads, by making wholesale slashes in railroad wages. For weeks past they have been preparing the public mind for this by systematic propaganda in the capitalist papers. Now they are taking definite steps to this end. Their program is brutal and insidious.

The railroads are starting out by demanding that the Interstate Commerce Commission grant them large increases in freight and passenger rates. They know that, with the country in crisis and price levels falling generally, their chances to get substantial rate increases are not good. But they aim to win in another way. They will utilize a refusal or only partial response to their demands as an excuse for a deep slash in railroad wages.

Naturally, the companies will count on the labor fakers to help put across their wage cut. Nor will they be disappointed. The railroad "chiefs" are all set to do this under cover of an elaborate and insidious "left" maneuver. That is, they will make a sham resistance while at the same time steering the movement into channels of surrender.

The way the little game is planned is this: When the companies finally make definite wage cut demands, the A. F. L. and Brotherhood leaders will vociferously oppose them. They will talk resistance and make a show of militancy (all of which will enthrone Mr. Muste). They will even take strike votes of the workers.

All this will mean nothing except to throw dust in the eyes of the workers. In due season, the companies, the government and the labor fakers will play their trump card, the Watson-Parker law. When the sham battle has gone far enough, so that the labor misleaders hope they may retain their hold upon the workers, then the government, under the terms of the Watson-Parker law, will step in, declare a state of emergency, and steer the whole thing into arbitration, where, of course, the railroads will get the wage cut they demand.

Although the Watson-Parker Law arbitration is technically "voluntary," the government can easily create a situation where in practice it becomes compulsory. And in any event, the A. F. L. and R. R. union leaders, who all supported the Watson-Parker Law, will make no fight against its application in the "emergency."

Indeed, already these union chiefs are preparing the workers' minds to accept a wage cut. They are putting forward the 6-hour day with corresponding cut in pay, and they are circulating among the workers, through their devious union channels, arguments to the effect that owing to the "large" decreases in the cost of living, the railroad workers must accept pay reductions.

Thus the stage is all set, with unparalleled trimmings of hypocrisy and camouflage, for a further wholesale reduction in the railroad workers' standards of living. The program of the treacherous labor leaders fits in perfectly with that of the railroad companies. The railroad workers are up against a cold-blooded united front of government, companies and labor fakers.

It is the basic task of the National Railroad Industrial League to mobilize the railroad workers to smash this gigantic conspiracy. This can only be done by organizing the workers to strike against the impending wage cut and against the unholy trinity of government, bosses and union leaders who are trying to put it into effect. But in turn, the National Railroad Industrial League can accomplish this only if it has the undivided support of every TUUL organization. The struggle against the railroad wage cut now must occupy the very center of TUUL work everywhere.

The National Railroad Industrial League has launched a most active campaign to fight the coming wage slash. Its central slogan is "Organize and Strike Against Wage Cuts." This it **backs up with its fight for the 6-hour day with-**

out reduction in pay and for unemployment insurance. It is also developing programs of local demands in the various railroad shops, round-houses, railroad systems, etc.

These general and local demands are supported by an intense campaign of organization. Joint grievance committees, to include organized and unorganized, are to be set up in the various shops, yards, etc. Local leagues are being organized to include all NRIL supporters. Minority groups are being built inside the old unions. Unemployed Councils are being established in various railroad centers. All these organized bodies, together with sympathetic local unions, are linked up locally into Railroad Workers United Front Committees of Action.

The NRIL has called a national railroad conference to take place in Chicago early in August. Preliminary to this, local conferences will be held in all possible railroad centers. The task of the local conferences will be to arouse the workers against the impending wage cut sell out and to unite them under the leadership of the NRIL. The purpose of the national railroad conference will be to give national expression to the entire movement.

The railroad workers are in a fighting mood. Conditions—unemployment, speed-up, etc.—are intolerable and always growing worse. The old union policies are bankrupt and the rank and file have largely lost faith in the union leaders. This fresh attack by the companies, supported as it is by the labor fakers, is a last straw. Given proper leadership by us, it will provide the occasion for a great mass struggle against the companies and the reactionary trade union bureaucracy.

The TUUL must throw every available force into the struggle. The great task now is to build local organization—local leagues, minority groups, grievance committees, united front committees of action. The holding of successful local conferences is tremendously important. The national conference, built upon delegates from the local conferences, must represent a real mobilization of the workers. It must be able to command the attention and support of great masses of railroad workers and unite them for the coming struggle.

This situation is a real test of the TUUL's ability to organize and lead the workers. Let us not be found wanting. Let every local TUUL group and supporter take up with all earnestness the task of organizing the railroad workers for struggle.

The IWW in the Camp of Social Fascism

By SYDNEY BLOOMFIELD.

ALTHOUGH Sam Gompers, the arch enemy of the workers, who is now rotting in his grave between the graves of Andrew Carnegie and William Rockefeller, started his career as a "radical," it was at the most trying moment when the Haymarket martyrs needed the help of the labor movement most that Gompers announced that he would have nothing to do with these working class leaders who were facing the gallows.

Gompers' role as "labor lieutenant of capital" started very early in the history of the labor movement in this country.

The I.W.W. has reached the point at which Samie Gompers left off when he died with the curse of the working class on the lips of every militant working man and woman. Every militant worker today curses the I.W.W., which is today an open fascist instrument of the capitalist class, only it is a very weak one.

On May Day, 1930, the I.W.W. had their soap box out on the Skidroad in Seattle. In response to the call of the Communist Party thousands of workers came to the May Day demonstration, which was twice broken up by the police, who herded the workers over to the I.W.W. soap box, where the fakers were condemning the May Day demonstration. This same faker who spoke for the I.W.W. stepped off the platform and shook hands with the cops, congratulating them on their "good" work done.

Last May Day the Wobblies told the workers not to go to the Communist meeting, where they would get their heads clubbed, but to come to their meeting because they would be more safe. This is an example of the extent to which the Wobblies have degenerated.

This year about ten thousand workers re-