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EDITORIAL

THE NEW TENDENCY.

By DANIEL DE LEON

THE July *Railroad Trainmen's Journal* is sorely distressed over the proposed war of the Manufacturers' Association on the unions of the Gompers type. The *Journal* quotes the *Wall Street Journal*, the *Washington Times*, the *New York Times* and the *New York Globe*, in opposition to the Association's plans; and is of the opinion that nothing will come of them. In this the *Journal* is a little too sanguine. Since Mark Hanna's death, there is an apparent disposition on an increasing part of the capitalist class of this country to no longer conciliate the trades unions in the English fashion. The German method of bluntly opposing them with military precision and methods is growing in favor. In Germany, huge war funds are raised by the associated manufacturers; and industrial discontent is treated in a summary manner. Recently 6,000 iron workers were effectually locked out in the Krupp works, in anticipation of a strike. Just previously, the tailors were treated to the same formula. Not separate crafts, but whole industries are shut down, until the discontent is thoroughly stamped out.

The Manufacturers' Association is doing a similar thing in this country. It is developing "labor commissioners," men who combine the lawyer and general in one. They are well paid. Recently one of them, receiving \$10,000 a year, conducted the fight against the litho. unions on the eight hour issue. The result was practically a lock-out, in which defeat was administered to the craft organizations. The "labor commissioner," who thus "settled the labor problem" in the litho industry, had but a few months previously also "settled" it, in the leading centres of the clothing industry, such as Rochester, where he broke the back of the A.F. of L. Garment Workers' Union.

The *Railroad Trainmen's Journal* had better wake up to this new tendency on the part of certain elements within the capitalist class. It is a dangerous

tendency—dangerous in that it proves the falsity of the doctrine of the mutual interests of capital and labor, which the *Railroad Trainmen's Journal* expounds. Once that doctrine is overthrown, the function of the Gompers' type of trades unionism as the greatest bulwark against Socialism in this country, will be ended. Then true unionism will prevail—the revolutionary unionism of the Industrial Workers of the World, which teaches that the employed and the employing classes have nothing in common, and urges organization by industries instead of craft, in order that the entire working class may take and hold the means of production and distribution by locking out the capitalist class.

No wonder the *Railroad Trainmen's Journal* is sorely distressed; it instinctively sees in the open capitalist hostility to the prevailing type of craft union the future growth and supremacy of the revolutionary industrial union.

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