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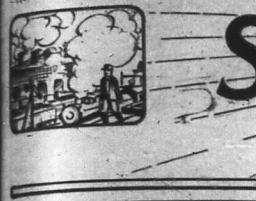
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VOLUME SEVEN WHOLE No. 352 PRICE 5c CLEVELAND, OHIO, SATURDAY, OCTOBER 7, 1916.

RAILWORKERS

Of Every Department—Come! Let Us Reason Together

The life of a railroad employee is not all sunshine. It is only part sunshine and happiness. The greater part is trouble, worry and disappointment. To escape trouble, worry and disappointment, and gain as much pleasure and happiness as possible in this life, is the work of thoughtful people.

What things go wrong, fixing the responsibility for the blunder is always wise and necessary. Unless you know, confidence in ourselves, and in the present order of things, and hope for future usefulness must be completely lost.

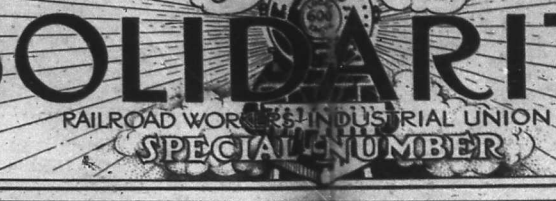
It is not necessary to tell you that things have gone wrong. You know they have. Your hours of labor are too long. Your pay check is too small. Your employment is too uncertain. In fact, your life is a constant struggle for existence. The railroad corporations are growing richer and more powerful—their efficient and up-to-date organization is getting the goods for them, while you, the worker, are older, weaker and more inefficient. Your union is out of date. It is no longer able to combat the increasing power of the railroad corporations. You are being crowded ever more to the wall.

Your physical system craves a variety of entertainment. It craves a steady excitement, and the food of the long hours of labor do not permit of the satisfaction of these natural instincts. You are denied a variety of literature, yet you are denied this because your pay check is too small. It is insufficient to supply you with the necessary food, clothing and a modern home. The long hours of toil cause you to come home tired and hungry as a wolf. Rather than spend an evening at the theater, ball, rink or the gym, you want to crawl into bed. Your children are taken out of school and thrown into the factory at tender years. Their young lives are not developed properly. You don't like this condition of things. Knowing the truth of the foregoing statements as you must, and as I do, wonder that instead of rising and fighting, you are in their way and legs growing out of these abuses and the low chain of injustice, raise hell in general.

We have full knowledge of unfavorable conditions that surround you. We have a full knowledge of the fact that the decline, that instead of the "drama" you now accept, the "five cent picture show"—with all the full knowledge of all this and more, it is only necessary to fix the responsibility for it all in its proper place. We know we will be better able to bring about the proper changes so that dreary life will become brighter and more interesting. The member has been made by the workers' falling to organize industrially. By industrial organization, all workers in a given industry belong to one union—that we must unite on the basis of economic interest. In the workshop, or on the job, the workers have a common interest, namely, higher wages, shorter hours of labor and so forth. By uniting on the basis of economic interest and all fighting together for the same purpose, we can hope to gain many advantages impossible to gain by individual action. It is intended to unite only a small portion of the workers. The Railroad Workers' Industrial Union, to bring all the employees of the railroads together. One. By this union, we can see the economic interest of the workers, for the purpose of protecting themselves against their demands against their rights, is our only hope.

The miserable working and living conditions, brought upon the railroad workers by the past and present management, necessitates such an organization at the Railroad Workers' Industrial Union. The members of most of the railroad craft are organized. Each craft, in its weak way, is trying to do the best it can for its members. It is also true that in the instances there have succeeded in bettering the conditions of its members. Slight increases in pay have been accomplished. We do not intend to do these things for ourselves, we are, however, to admit everything that is done in connection with labor organization. Will you be so fair as to see that the brotherhood of all the railroad men. In the number one, each man was to get their own craft, their demands. This is due to the fact that they are the organization and power of the men were divided, and the

RAILROAD WORKERS' INDUSTRIAL UNION



CLEVELAND, OHIO, SATURDAY, OCTOBER 7, 1916.

SPECIAL NUMBER

Change Cars!



PENNSY RAILROAD NOTES

Now that the railroad strike fever has somewhat cooled down, the railway officials on the "Demag" are amusing themselves trifling with the voting qualifications of the good citizens in their employ. This they are working to the limit, but, particularly in their unorganized departments. All of this, too, in the cradle of liberty, this city of brotherly love, etc., etc., etc. Amen.

In the West Philadelphia shops of the P. R. R., all the men men made their usual Monday morning trip to work on Labor Day as per instructions. But, owing to the fact that the contemplated big railroad strike was nevertheless entered the "sindergarten" they were ordered to go home again—willing, but water-saves. This was the reward for their loyalty.

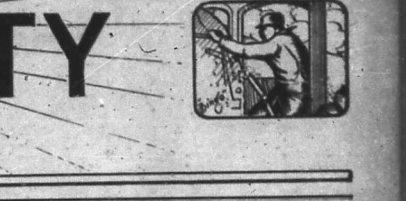
The enthusiasm of the members of the four big organizations in the train service is at its peak. They are changing their tactics, from the industrial to the political. They are now wearing Wilson buttons—the Republicans, the Democrats and the Socialists alike. While the struggle is educational, their progress is slower than it might be, but they have nevertheless entered the "sindergarten" that will eventually lead them to their emancipation.

The P. R. R. is successfully operating their local passenger trains by electricity between Paoli and Philadelphia the past year or so. The Chestnut Hill Branch is now being equipped, and well advanced, and all the other divisions will, in turn, follow. Then we will all be belted, man and boy. No—the industrial organization is not far off.

Unionism, in the unorganized departments is more and more in favor and will be welcomed by those poor, overworked, poorly paid "wretches" who are already organized are smiling with favor upon the industrial form.

The railroads are having their own trouble these days securing cheap labor. The white tractors have been leaving them in droves and the colored men from the south is rapidly replacing them. Trains are being delayed at various points on the Pennsylvania system. The men who are being discharged by outside employers, and large numbers of these men are being sent to the workhouse for a few pennies a day more than the railway was offering. It was an amusing spectacle.

R.R.W.U.



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"HIGH COST OF RAILROADS"

As Claimed By the Owners, Shown By Workers to be More Than Offset By Increased Exploitation of Railway Slaves.

The Chesapeake & Ohio Employer's Magazine for August, 1916, has the following to say under the heading, "High Cost of Railroads:"

"Few people comprehend the enormous cost of the material which enters into track and train equipment; fewer still realize that these already high figures are constantly becoming higher. A comparison of the present-day cost of train equipment with the figures of twenty years ago, will give some idea of how costly it is to run a railroad:

	1895	1915	
1 engine cost	\$10,446	\$35,650	
3 coaches at \$16,785	50,355	3 coaches at \$16,785	50,355
1 baggage car	6,000	11,000	
1 express car	6,000	12,000	
1 postoffice car	6,000	10,000	
1 dining car	6,000	25,000	
Total	\$53,946	\$134,005	

These figures are representative of the increases which are being borne by every class of railroad expenditures, including material, labor, fuel, taxes and rent. If the public would only realize that they ride in virtual palaces on wheels, that their trains are being drawn by engines that cost a fortune, over track that costs over \$6.00 a yard, with the maximum of comfort and luxury and the minimum of exertion on the passenger's part, perhaps they would cease grumbling over minor inconveniences and be willing to pay for the comforts which they demand.—Express Gazette.



Railroad revenue per freight train per mile

The above may be considered a fair statement of the relative cost of equipment for the years mentioned, but nowhere in the article is there a reference to the fact that while this cost has increased by 146 per cent, the increase in capacity of this same equipment has also increased by an even greater percentage. The pictorial diagram above, will give some idea of these changes. As an instance of the increased capacity it may be noted that the train tonnage of the Empire State Express during the same interval has gone up from 260 to 780 tons, or exactly an increase of 300 per cent. Besides, in later years the trains were filled to nearer their capacity than in former years.

The passenger coach of 1895 has a seating capacity of 48, and that of 1915 seats 85 to 92. The capacity of express, baggage and mail cars has kept pace with the coach, although it would be harder to define. Tractive effort of the engines of 1895 was about 24,000; of 1915, 45,000 to 50,000, and superheated steam has added 10 per cent. above the rated tractive effort of the older engines. That is, take the same engine of 1895, tractive effort 24,000 and apply superheated steam with no other change, and the tractive effort remains the same in figures, but the rating of the engine may be increased to equal a saturated engine of 26,500, and still more increase of transportation rates the added tonnage more than offsets the increased cost.

Were it otherwise, that is, did this increased cost of equipment represent no increase in earning power, the remedy would be simple—take it all back to the same appliances used in former years and the problem would take care of itself. But every railroad man knows that during that entire twenty years no change has ever been made that did not give greater results in service. The engines built in 1895 have long since been relegated to the scrap heap, not because they were worn out, but because they were obsolete. And obsolete in this case means as in all cases, that the earning power is not equal to that of the larger machine regardless of the cost of the new machine.

Still there is one instructive point about that article in the "Employer's Magazine." That is, that the one train crew with the engine and cars are giving a far greater amount of profit than smaller power and capacity. For in 1915 a single crew must turn over to the owners in a year the interest on \$10,000, while in 1895 it only interest on \$5,946. The rate of exploitation has increased to least the land, and that it may not fall there are also employed now some four or five times as many detectives and efficiency men as formerly. Train crews today are watched from behind every building, tree and fence to see that they are on the job and hustling.

TRAINMEN REFUSE TO HAUL SCABS

Whenever a strike is called in any particular locality, the big labor agencies; start recruiting strikebreakers; the army of scabs is lined up in the street, taken to the nearest railroad station, loaded into a few old coaches and pressed on the rear end of fast passenger trains to the point where wanted. In many times like the present the falls are omitted to make up any deficiency. The handling of strikebreakers by railroad crews has long been a sore spot with the unions. On August 25, according to the New York Call, a box of strikebreakers arrived in Worcester, Mass. The men were taken to New York for a hour from Boston to New York for use in breaking the street car strike at Worcester the yard crew refused to set the car over on the New Haven train or have a thing to do about moving it in any way. The car was taken back to Boston, whence it came. The railroad management, having a little experience of its own over the eight hour day act at the time, took no notice of it.

But you should hear the noise among the men these days every time they are called on for this service. It may be long before strikebreakers will have to go by the air route. A few more unions acting together with these scabs joined and railroad labor unionism is going to have a violent, and that vision will be shut about as welcome in railroad officialdom as a skunk at a lawn party. B. H.

DATE WRONG

The date for the A. W. O. business meeting, given in last week's Solidarity, was wrong. The correct date of the meeting is October 30. The place, Minneapolis.

JAMES SCHMIDT RELEASED

(Telegram to Solidarity) Aberdeen, S. D., Oct. 3. James Schmidt case dismissed without trial on motion of state's attorney. More information by mail. E. W. LATCHER.

South Dakota Jail For I. W. W. Members

(Special to Solidarity) Aberdeen, S. D., Sept. 27. All members in jail at Redfield as an outcome of the "Battle of Redfield" have been given a sentence of 30 days each on a charge of carrying concealed weapons. Members doing time there are Wm. Astor, Geo. West, Fred Kelly, Charles Lewis and Geo. McFarland. These members have been held in jail since July 27th, when the fight between "Independents" and scabs occurred at Redfield and would have stayed there until next November term of court and then been made to do a sentence besides, but for the intervention of the I. W. W. employed L. T. Van Slyke to go down to Redfield and investigate and force a trial which was done with the above results.

KEEPING THE SLAVES DIVIDED

As an instance of the tactics of railway owners in trying to keep their wayward employees out of an interesting and important issue of Solidarity, the limits of this special issue do not permit its publication in full at this time, but it consists of a petition that was circulated during the August among the shopmen and others on the eastern roads. Obviously written by some agent of the companies, it professes to express the opinion of the "right" men in opposition to the "left" men in the "twenty per cent" represented in the Brotherhood movement for an eight hour day and the threatened strike. The writer sheds crocodile tears of sympathy for the 80 per cent of

WORKERS WHO WILL BE THROWN OUT OF WORK AND SUFFER HANDS

who will be thrown out of work and suffer hardship in the event of a strike. It is addressed to Congress, with the plea that that body interpose to kill the "conspiracy" and avert a conflict with the masters.

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SOLIDARITY OFFICIAL ORGAN OF THE INDUSTRIAL WORKERS OF THE WORLD

PUBLISHED WEEKLY BY THE I. W. W. PUBLISHING BUREAU

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B. H. WILLIAMS
Managing Editor

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A Danger and How to Forestall It

A number of articles by railway workers, in this issue, treat of the progress and the limitations of the various railroad workers' unions, past and present. But there is one phase of the present situation and of the outlook in that industry, which has not been pointed out. In talking to a friend a few days since, who has been actively in touch with railroad workers' organizations for a good many years, the writer asked him how he sized up the recent 8-hour movement. He said: "I don't like it; would rather have seen a fight. The Congressional comedy will result in strengthening the Brotherhoods, and entrenching them AGAINT the rest of the railway workers." In other words, he has in mind the growing possibility of an alliance between the four Brotherhoods of privileged workers and the railway owners, to hamper or prevent the unionizing of the great mass of slaves in the transportation industry.

For many years, that danger has been pointed to by radicals in the labor movement. The privileged position of Engineers and Conductors' unions, for example, has often been noted, and how they stood in the way of real solidarity in the transportation industry. But is the danger any greater today than it was in former years? On the contrary, it seems to us to be less in view of the recent get-together tendency of the four Brotherhoods; and more especially in view of the growth of the One Big Union idea among railroad workers as well as others.

The railroad owners would no doubt try to use the Brotherhoods to keep the rest of their slaves from striking for the 8-hour day. The owners' success or failure will depend upon the rapidity of industrial union development among the unskilled on the roads and in the shops. The strategic point of attack upon the companies lies in the direction of the unskilled. That is the primary reason for the existence of the Railroad Workers' Industrial Union of the I. W. W. Small and unnoticed at present, its growth will call into action all the resources of the owners to retard or stop its development. But, like all up-to-date propositions, it is bound to grow to the point where the union will have the ever-growing strength of the railroad stockholders. Any attempt to form an alliance with the Brotherhoods to forestall this, is likely to end in failure. It is "written in the stars" that the railway workers must and will organize to run the industry for themselves and for the rest of society. To that end, let us build up the "Railroad Workers' Industrial Union."

The Outlook For Organization

In view of the fact that the workers have again seen the failure of their craft unions in the last wage movement, a few words on the subject of organization, I believe, are appropriate.

Apparently there isn't much to do, but to take advantage of this occasion to point out to workers the failure of craft unions and show where industrial unionism will prevent a recurrence of such mistakes. As Shakespeare says: "There is a tide which, taken at the flood, leads on to fortune." I believe that the tide of craft unions has reached its highest point and from now on it will begin to recede.

Never before in the history of this country have times been more prosperous than at the present. And never before in the history of the railroad Brotherhoods have they had a better opportunity than the present wage movement. A general wage movement under the most prosperous conditions ever known in the history of this country. And from all indications it appears to have been a miserable failure. I wonder when the Brotherhoods would consider it a favorable opportunity to enforce their demands.

Now I would think that Mr. Craft Union would eventually get wise to himself and not continue to repeat such ridiculous mistakes as he has in the past. Stop and investigate for a moment what the causes are of the failures in the past. You would certainly be led to the conclusion that it is the form of unionism that divides you into factions, that are generally if not universally antagonistic to one another.

Then proceed to eliminate this cause. And then carefully study and investigate the objects and principles of Industrial Unionism. Particularly that brand expounded by the I. W. W. until you thoroughly understand it. Then you will immediately join the I. W. W. The most talked of, misunderstood, persecuted, despised, ridiculed, misrepresented organization in existence today. And yet it exercises a greater influence on society today than any other organization. I believe the prospects are encouraging and from all indications the R. R. W. I. U. should progress rapidly from now on.

Some Comparisons

The last great railroad strike took place at Chicago in 1894. This was an attempt to unite all the railroad workers in behalf of the shopmen out on strike in the Pullman car works. The Chicago strike failed because the men on the engines and conductors in the Eastern states did not understand their class duty. They were led to believe that the Pullman strike was no affair of theirs, and they permitted the government to crush it. They were organized as engineers, firemen, and so on, and they were benefited by such organization—at least so they thought.

Today they find that the results of this policy, in wages and conditions, have been such as to drive them closer to the ideal of a union of all the railroad employes that was attempted in the Chi-

ago strike in behalf of the Pullman shopmen. The four big Brotherhoods are now acting as one. Today also we see the shopmen and the other men on the tracks in active rail operation being appealed to to destroy their efforts, just as in 1894 the Brotherhoods were used to destroy the efforts of the Pullman strikers, who were defeated through their unfraternal conduct.

The contrast between 1894 and 1916 should cause railroad men to think. It is not sufficient that they organize, but that they organize right. As long as the employes are so divided that the railroads can use one set against the other they will win, or at least stand the best of chances of so doing.

The men on the roads who are neither engineers, firemen, conductors or trainmen are appealed to defeat them. This appeal is helped along by the mutual sabbing going on between the switchmen's and the trainmen's. It's the same old story: the men being played off against each other slightly in favor of the brotherhood because of the skill and the numbers involved in their combined membership.

This will be the game that will be played in any event, so long as the railroad employes are not organized into one big railroad union that will speak all against the railroad corporations. Laws favorable to the employes may be passed. But they will be declared unconstitutional by the courts, or remain unenforced, according to the unity displayed among the employes. Laws favorable to the railroad employes like the 16-hour law) are especially broken, because all railroad employes do not act so that they will be enforced, that is, as a unit, on the job. With one big union of all the railroad employes in existence, this game of playing one set or division of employes against the other will cease; and favorable laws (such as enacted in the union hall especially) will be more positively enforced.

ONE BIG UNION NOT ONE BIG MIX-UP

The one big union does not mean one big mix-up, or conglomeration of all the employes. This cry of "mass organization" is intended to frighten railroad men into the One Big Union. It is the tendency of industry, however, to create common interests. What special trade organizations are necessary to push such general demands as an 8-hour day and time and a half for all overtime? Such demands would affect all alike, when won. Consequently they could be fought for by all alike. Such is the general tendency.

But, as said, the one big union is not one general mix-up. Its fundamental unit is the local industrial union. This may be divided into branches as the industry requires. Branches may be organized according to the nature of the work, or the language spoken may be deemed wise and necessary. The idea is to combine all those who work together, not according to the tool used, the mechanism driven, or the work done, but as one industrial unit.

The local industrial union functions through a central committee composed of representatives of the various branches. This committee elects the officers necessary to transact business of general importance and maintains connections between the branches and all the other sub-divisions. It is also part of the national industrial union of the same industry. In turn it is united through the national industrial union with the industrial departments to which it may belong, like the Railway Transport Workers' Department, etc.

Within each of these broad divisions there is ample room for specialization, if required. The one big union idea aims at rule from the bottom and seeks to give the greatest initiative that will promote the good of the individual and the industry-at-large. It would break down bureaucracy when and where ever possible, and place government directly in the hands of those governed. Some will say this is the destruction of government. For no man governs who governs in the name of the people. It is said that the one big union is self-governing unionism and not bureaucratic unionism.

It is a unionism that railroad men will do well to study from now on. For it signs point to the fact that they will need such unionism more in the future than in the past.

Political Versus Direct Action

Solidarity. Have just read "A Step in the Right Way," by the author of the recent issue of Solidarity, in which the writer is overjoyed because of the power of the "right" to force Congress to pass a law enforcing their demand for an eight-hour day.

I believe J. D. C.'s rejoicing is just a trifle premature. I do not claim to possess any special powers, but from the facts at hand I predict the outcome of the difficulty to date.

The situation today stands favorable to the trainmen from the law point of view, with the law coming to bat in the last half of the last inning. We are in a hand to hand fight for the future by the past. I read some place at some time past, that the trainmen would be able to court follow the election returns closer than they do our beloved Constitution. In view of this, I venture to predict that if the Democrats win the election, the Supreme Court will decide the law for the eight-hour constitutional, with an interpretation that will please both sides, which means the trainmen will get the short end of it as usual.

For tricks that are any and ways that are vain, the hushion Chinese has nothing on the politician. By passing the eight-hour law with as much pomp and circumstance as possible, they believed they would secure the united support of labor for the Democratic party in the coming election. The law cost them nothing, and the support of labor at election is denied by politicians on the both sides of their hearts.

In addition to all this, they averted that may have developed into a very nasty situation for capitalists, and the trainmen, by a political story, and workers in the dear old U. S. who have a grievance against their masters, to the extent of making a political game of the limit would rock the ship of state and capital, if not overturn it altogether.

On the other hand, if the Republicans win the election, according to the Hon. Hugh S. Loomis, the Supreme Court will plainly see that such a law as the eight-hour law makes no sense, and will be struck down as unconstitutional. In addition to an unfavorable court decision, the railroad companies will have the benefit of about a year of preparation and an "easy" first measure, or, cripple or destroy the brother-

hoods, to prevent such a crisis appearing again in the near future.

The proper thing for the trainmen to do is to get the greatest initiative, if necessary, to organize every man, woman and child in the industry, freight handlers, clerks, telegraphers, trackmen, shopmen, telegraphers, men in America into One Big Union, which would make the railroad workers independent of Supreme Court decisions, and able to get a working day for all classes of employes, and to make the pay check to a respectable looking conductor, while the practice of art and the practice of law, and the practice of demands until by the time the argument is settled the demands are out of date.

With One Big Union the railroaders or any other workers can get an answer to their demands in a few hours or days at the most, and when that answer comes it won't have been the result of a legislative board of courts, lawyers or other pests that interpose themselves between the workers' class and their employers. But this is direct action, and the timid class is afraid to force the issue. A few more trimmings and the workers must get wise.

The telegraphers who once had a progressive and powerful organization on the "Penny" and which was destroyed by the union "wrecking crew" a few years ago, are making another endeavor to rebuild on the old foundation. The organizers are meeting with success, but the officials are retarding the work somewhat. The men who are being discharged. Meetings of these men that are being held in several cities, demonstrating the fact that the railway company are remodeling the minds of the telegraphers, and are being advanced and radical rebels of them. These telegraphers are saying, one to the other, "I have a hunch, I'm reckoning on the horizon, and it's not far off. Their fellow workers who have been driven to the wall, and the salaried men and the strap head the past few years, since their disorganization, are making a political game of the matter, and are doing the damnable thing."

The job and not the street corner or the public square is the strategic position for the Big Right. An ounce of direct action is worth a pound of wind—"Bingo."

How many subs for "So" did YOU take last week?

Railway Union Progress in Great Britain

The following shows what the railroad workers in Great Britain are doing to improve their position as a whole, and the position of the railroad workers in the United States.

INDUSTRIAL VERSUS CRAFT UNIONS

By A. Bellamy, J. P. (President N. U. E.)

One of the objects of the National Union of Railwaymen is to secure the complete organization of all workers employed on or in connection with any railway in the United Kingdom. (Rule 4) and in consequence of that object it is provided that "any workman or in connection with any railway in the United Kingdom shall be eligible for membership." (Rule 5.)

The railway transportation industry is a distinct unit of industry in all its manifold ramifications necessitating the application of more crafts and trades, the specific object of the labor of those employed by railway companies is to secure the maintenance of the railway system of transport and its continuation as an industry, and the complete organization of the industry.

The ramifications of the industry are so great and its variety of classes of workers is so wide, that a scheme of demarcation between the callings, crafts, or trades is indefinite, and, therefore, impracticable. It is not possible to recruit to the general manager, it is found that railway labor in its practical application is a unit, and the railway industry thereby finds itself a subtle form of industrial organization in ordinary work, or in exigencies that no effort or no organization can resist, even if the workers are not organized. The industry is kept even by the interdependence of the various branches of the industry, and the interchangeability of the units of labor from end to end of the industry. The logical application of the principle of industrial unionism why the National Union of Railwaymen has declared itself an industrial union, and not a craft union, is that all persons of any capacity employed on or about a railway. The organization of the railway industry has proved unsuccessful, and experience has shown that the demarcation of the railway industry necessitates the organization of those employed in its ramifications in one Trade Union in order to bargain collectively with the association of employers. Whatever may be the specific craft or trade applied to the running of the transportation industry, the railway worker is to that end one, and in whatever direction he may apply his craft or trade, he is still a railway worker, and the railway industry is distinctly and definitely one. A worker, irrespective of his craft classification, is a railway worker, and respects his craft skill is peculiar to the railway system.

The idea of elementary craft unions in the railway industry, if ever such were possible, has become obsolete. The logical application of the principle of industrial unionism, as in other industries, has rendered craft industrialism ineffective. The logical application of the principle of industrial unionism to the railway system, with its thousand and one arts and crafts, ever undergoing the general process of advancement or interchange has only to be examined to be rejected immediately to an absurdity. A perpetual struggle between railway workers who may follow three or four classes of employes, and who are working interlinked with others who are changing also their forms of employment, and who are engaged in the industry, or according to the changed form of technical and mechanical processes, is to show merely its impossibility in the railway industry, and to show that the desire on the part of the workers for the "right to control" their industry, their pursuit of the "achievement of their demands" in the practice of a narrow craft union is impossible.

The co-operation of four of the railway unions in Great Britain in 1911 gave a great impetus to the movement, and in the spring of 1912 the railway workers of Great Britain formed the nucleus of the National Union of Railwaymen, which was called the National Union of Railwaymen, and was a recruiting agency or as a fighting organization the new policy has achieved success which has led to its being accepted. For some time before the matter had been before the Joint Board, and that body has tried to induce a settlement. But the railway workers insisted on a total reversal of the policy before they would agree to any negotiation. The last proposal of the Joint Board was an eminently reasonable, but which was refused by the craft unions, and the railway workers.

"That a joint committee of all the unions involved and the N. U. R. E. be constituted of 14 members, seven to be appointed by either side with an independent chairman, to carry out a scheme which would be by the difference between the craft unions and the N. U. R. E. as to the organization determined."

As all the world now knows, the railway workers of Great Britain, in a majority, upheld the contention of the craft unions, but the battle is not over. The railway workers are not to be relinquished, although the N. U. R. E. is quite ready to make a settlement, and to enter into arrangements with a view to a permanent settlement.

Unions With Big Treasuries

The four unions of railroad employes which threatened to strike, but didn't, are both old and rich, according to the Cleveland Press, which prints the following concerning them:

The Brotherhood of Railway Trainmen is not a labor union. It is, in addition, a great fraternal benefit and insurance company. It insures all its members, paying not only death claims, but also accident and disability benefits. Each year it pays out more than \$2,000,000.

The Brotherhood has a strike fund which is said to contain something like \$1,000,000 in cash.

The 75,000 members of the Brotherhood of Railway Engineers are the aristocrats of the labor world. In their ranks solidarity largely rules.

The Brotherhood of Railway Carpenters and Joiners is the strongest financially. Its members are the most numerous, and the amount paid are larger than those drawn by those of the other three unions.

The engineers have been collecting a strike fund and their war chest. It is a constant source of their demand dollars.

From railroad sources comes the news that the Brotherhood of Railway Carpenters and Joiners is the order of railway conductors. It is in a constant struggle with the N. U. R. E. through years of service to the place where they hold good runs and life savings. The members are within reaching distance of the law.

The four union is the brotherhood of railway firemen. Its members are largely young men. Like the other three the firemen are a fraternal and insurance company as well as a labor union. The Brotherhood of Railway Firemen has a strike fund of \$5,000,000 among their members. They have more than \$1,000,000 in cash. Their strike funds would reach \$2,000,000.

An official was paying a private visit "to men" just before the railroad strike was about to be called off. He wanted to find out the position of authority, would be when the critical hour arrived. The union man, and to accuse himself a man was shocked and embarrassed by the object of the visit. The object was furthered which was not intended that "the must be prepared to face the fact that the Brotherhood of Railway Carpenters and Joiners is the order of the O. R. T. at once, under the name of the Brotherhood of Railway Carpenters and Joiners, and to demand immediately quit the premises without an adieu.

Sabotage can be more easily explained by showing the possibilities of a good deal of sabotage to your family of justice. One can do far more than within reaching distance of the law.

Automobiles

Much has been written about the possibilities of the automobile. A few days ago, a man was assumed to be the great critic of the automobile. He was a man of letters, and his article was a masterpiece of logic and reasoning. He said that the automobile was a curse to the world, and that it would bring about the downfall of civilization. He said that the automobile was a machine that would destroy the human race, and that it would bring about the end of the world. He said that the automobile was a machine that would destroy the human race, and that it would bring about the end of the world.

These two great inventions of the modern age, the automobile and the airplane, have brought about a revolution in the way of life. They have made it possible for us to travel across the continent in a few days, and to visit our friends in distant lands. They have made it possible for us to see the world, and to enjoy the beauties of nature. They have made it possible for us to live more comfortably, and to enjoy the fruits of civilization. They have made it possible for us to live more happily, and to enjoy the blessings of life.

R. R. Workers Let Us

While the automobile has brought about a revolution in the way of life, it has also brought about a revolution in the way of thinking. It has made it possible for us to think more clearly, and to see the world as it is. It has made it possible for us to think more bravely, and to stand up for our rights. It has made it possible for us to think more wisely, and to live more justly. It has made it possible for us to think more honestly, and to do more for our fellow men.

(Continued from Page 1)

necessary to enforce their feeble effort was of the fact that the workers when they make no effort, remained at work. They did not support of their fellow workers, or on the train. The thousands of dollars spent for high salaried agent work, conventions, and so on, was a waste of money. It has resulted in the fact that the workers have lost their jobs. They have lost their jobs.

The Railroad Workers' Industrial Union of the I. W. W. has been organized to bring all the railroad workers together, and to fight for their common interests. It has been organized to bring all the railroad workers together, and to fight for their common interests. It has been organized to bring all the railroad workers together, and to fight for their common interests. It has been organized to bring all the railroad workers together, and to fight for their common interests.

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