

The I. W. W. is the ECONOMIC ORGANIZATION of the WORKING CLASS; it has No Political Affiliation and is Controlled by no Political Party

The Industrial Union Bulletin

OFFICIAL PUBLICATION OF THE INDUSTRIAL WORKERS OF THE WORLD

"LABOR IS ENTITLED TO ALL IT PRODUCES"

Vol. II. No. 2.

CHICAGO, MARCH 7, 1908.

50c. a Year.

CLEAR THE TRACK FOR THE I. W. W. SPECIAL

An Address to Railway Workers by the Industrial Workers of the World, with Extracts from W. J. Pinkerton's "Competition and Exploitation in Railway Service"

Prepared by Wm. E. Trautmann

"The worker with his overalls and dinner pail leaves his home, his face turned toward the railroad yards, where he goes to perform some duty that keeps the wheel of progress revolving; perhaps he may be a yard clerk, switch tender, switchman or engine man. If one of these, he is only a cog in the wheel that keeps in motion the traffic of the nation. He knows no cessation from toil on account of the inclemencies of the season. He knows no regular hours for rest or for food. In storm and sunshine, night and day, every minute risking life and limb, he can be found at his post, performing his part in the functions that relieve the great mass of commerce of the traffic gathered there, sending it pulsating across the continent, and even to the universe."

"The Interstate Commerce Commission gives you the answer in their reports of 1904. Average yearly salaries of general officers amount to \$2,802 a year each. Average yearly salaries of other officers amount to \$2,010 a year each. A locomotive engineer receives also a salary of \$1,314 a year as an average; but the fireman only gets \$736 as an average, or an average monthly wage of \$61.30. Those known as other trainmen receive an average wage of \$707 a year, or \$59 per month. And the report is silent about all other workers in the service, whose average earnings per year are below \$40 per month."

"This Interstate Commerce Commission tells us further: 'That \$630 per year is the average compensation of every person engaged in the railway service of the United States. But in this amount are included the salaries of all high officials, the aristocrats of labor, who number only 264,374, and whose wages and salaries aggregated \$254,373,333, while the low wage workers number 1,031,747 and their wages amounted to \$563,525,077, making the average for the low wage worker \$545 a year, or a princely compensation of \$45 5-12 in a month."

"This means that the ordinary railway worker earns \$1.52 per day on the average. Such wages may give the railway workers too much opportunity to become extravagant." "You laugh! But did not the telegraph wires flash the announcement all over the country that the railroad companies contemplate again a reduction in wages? Don't the corporation claim that operating expenses are so high that the companies cannot make any fair profit; and does not their willingness to have their claim arbitrated by a government conciliation board, as proposed by a southern road, prove beyond a shadow of doubt that the railroad workers may fall into bankruptcy if they would have to continue payment of wages established during the years of 'prosperity'?"

"You workers are unreasonable!" so goes the cry. "You will be responsible if business does not pick up," echoes in chorus the class of exploiters. But that old, old story falls on deaf ears among the railroaders; yet they know and begin to feel that their opinions are in a railroad wreck. It's horrible to think only human beings within eleven years, and the limbs of 432,295 workers, who met with accidents in the service during the same period, the greater portion of whom were maimed for life, give another tale of human slaughter. Where is a bloody war record that could be compared with this slaughter of living beings? All at the price of \$1.52 average daily wages! But it seems that many railroaders have their credence to the statements of the railway officials who tell them that wages have gone up. However, the weekly expense account of the families of railroaders shows that the prices of necessities of life have gone up at least 30 per cent since 1900. Has the increase in wages corresponded with the raise in prices?"

"It is true that the average yearly compensation of railway workers was \$567 in 1895, which increased to \$630 in 1904; that is, \$63 more in ten years; but in these \$63 are included the enormous increases of salaries of officials and directors. Moreover, the increase of tons of freight handled by every employe was over 115 per cent; and there was an equal increase in the mileage of passengers recorded; which all combined go to show that the railroad workers received almost one-third less in 1904 compensation in proportion to the total productivity than they earned in 1895. Thus it can be shown that the railroad companies are the only parties who gain by increased traffic and extension of transportation facilities. The railway workers only feel the exploitation more fierce, and in ten years their duties and responsibilities have been increasing with a velocity that has now almost overtaken their human possibilities; they feel that the argument of their being better paid can be easily refuted by the presentation of figures as contained in the reports of Interstate Commerce Commission, a report which, however, is rather colored in favor of the companies."

WHAT ARE YOU GOING TO DO ABOUT IT?

Strike talk again! Every time when dissatisfaction among railway workers had reached the explosive point a rumor gains currency that hasty action should be discouraged until the "chiefs" of the various craft Brotherhoods had a chance to agree on a joint program, so that all the organized railway workers could have their grievances presented, and if necessary, also act together.

"Of course, that is the right thing to do," is the general expression of the railway workers when they hear about these plans for united action. But few only seem to realize that these rumors and press reports are thrown out as baits to the workers in the various branches of the railway service, so as to prevent them from taking the initiative themselves, without regard to the orders of the "chiefs" and the railroad officials, in forming an alliance of all workers engaged in that industry.

While the members of the firemen, trainmen, conductors, switchmen, trackmen, and other organizations are looking to each of these separate bodies and the officers thereof to act in their behalf for a being together of these various crafts, the "chiefs" are in reality parleying with the railroad officials to accomplish just the reverse. A few insignificant concessions given to one "Brotherhood" is sufficient to bind that one body to the corporations by an unbreakable contract; one craft is chained down, is compelled to scab upon the others in time of trouble. The labor chiefs of the other craft organizations, knowing this, are falling all over each other to get a few crumbs for their particular "Brotherhood," so that they can also pronounce a victory to the members. And while the rank and file is waiting in suspense for a courageous move, the separate "pacts" of scabbery are signed by the craft union officials; everyone looks out for a few concessions "on paper"; the devil takes the hindmost is everybody's motto; and before the railway workers are aware of it they see in the daily press that the railroad corporations have settled all difficulties by a conciliatory attitude and through conferences with the craft union leaders.

The railroad corporations, by a constant repetition of these tactics in critical periods have masterfully played one part of the workers against the others; they, with the aid of the "chiefs" of the craft union Brotherhoods, frustrated

skillfully any attempt of bringing the railroad workers together for combined, effective and powerful action.

THE RAILWAY WORKERS IN REBELLION.

But not always could the railway workers be kept divided; over the heads of the chiefs would they occasionally clasp hands and present a united, compact front. The corporations would tremble at such manifestations; they have seen railway workers in other countries paralyze the whole industrial system in order to enforce by their combined power the will of the wealth producer and get redress of their grievances.

How amazed was Railroad King James J. Hill when Eugene V. Debs, asked during the strike on the Northern Pacific what "craft" of railway workers he represented, answered briefly, "The whole system and all the workers thereof."

In this instance we observe how the railway workers could forget all craft distinctions and organize for their own self-protection in a semi-industrial union, the American Railway Union, which was to embrace all railway workers in one compact organization and enable railway workers to fight their masters with more effective methods.

But the railway corporations were determined to crush all efforts to consolidate the forces of labor in the west. They anticipated that if the American Railway Union would bring together all workers in that industry they would not stop there, but also give an illustration to the workers in other industries how to organize on the most perfect and advanced plan.

At their solicitation the "chiefs" of all Brotherhoods of railway workers forgot all animosities temporarily, and showed their loyalty to the enemies of the working class by assisting the corporations to defeat the American Railway Union in the memorable Pullman strike of 1894, so that Samuel Gompers, representing the highest tribunal of the craft union movement in the world, could boastfully remind the capitalists of America in the official publication of St. Louis (Mo.) Exposition of 1904 that "it should be remembered that it was the council of the American Federation of Labor, acting in conjunction with the 'chiefs' of the railway Brotherhoods, which refused to participate in the great strike of the railroad centering in Chicago in 1894." Yet some of the railway organizations, among them the Switchmen's Union of North America, are at this time licking the scabby hand that smote them hardest in that memorable fight.

Crushed as was the American Railway Union after a thoroughly honorable career, the spirit of industrial solidarity of railway workers could not be drowned.

Again they made efforts to merge their power and strength in the United Brotherhood of Railway Employees, but again their agents at the command of the railway corporations were called into action to nip the movement in the bud.

JAIL, OR BANQUET TABLE—WHICH?

How quickly did the railway magnates realize the danger of industrial or semi-industrial organizations of railway workers, such as the American Railway Union or the United Brotherhood of Railway Employees. When such organizations were invited to the banquet table immediately prosecuted by the judiciary obedient to the corporations' orders, as in the case of Debs and associates in Chicago, and George Estes and associates in British Columbia; and the industrial labor officials are always charged with conspiracies, denounced and vilified by all the powerful agencies of the capitalists, in an endeavor to break the power of the organizations for whom they spoke and acted.

But mark the difference in the treatment of the high chiefs of the various "Craft Union Brotherhoods"! Mr. Arthur, the Chief of the "Brotherhood of Railway Engineers," how highly was he respected and eulogized by the capitalists! And are not all the other chiefs, like Hanrahan, Morrissey, Stone and others regarded and looked upon as companions of the railway magnates? Such is the laud of friendship that partnership between the chiefs of the Brotherhoods that James J. Hill furnished Hanrahan, chief of the Brotherhood of Locomotive Firemen, a special palace car train free of charge for his wedding trip, and only recently, when a "United Railroadmen's Organization" was formed in New York City, on February 16th, for political purposes solely, one of the "chiefs" lauded this partnership by declaring that the "chiefs" had produced from their ranks men of the caliber of Hill, Harriman, Mellen, Smith, Brown, Newman and Underwood, and that there was "plenty of such timber now to draw upon," thus making it appear that every one of the 1,500,000 railway workers had a chance to become a railroad magnate himself.

HOW THE SYSTEM IS OPERATED.

Years ago railway officials would manage the affairs of the roads so as to get as much personal gain as possible; progress was thus delayed and interrupted by enforced strikes and lockouts; but such a state of affairs would not be countenanced by the great combines. For this reason the managers deal diplomatically with the representatives of the workers; they treat them as supposed equals, granting increases to comparatively few employes, organized in the separated Brotherhoods, while leaving loopholes whereby the producing capacity of the workers can be increased and the operating expenses as a whole reduced.

The industrial lords of the transportation departments have already instituted new laws (embodied in the "personal record" system) that have fixed new disabilities by establishing an "age limit," which, when once attained, a worker, no matter what his experience, will be barred from employment, making his position one of industrial slavery, from the fact that after he has reached the established standards he cannot resign and have any assurance of again securing employment at the trade in which he has spent the best part of his life in becoming proficient.

High dividends for the investors is the one consideration in the operation of transportation lines. The promotion system, the competition for good records among the officials for higher positions, leads them to exploit the workers to the highest possible limit.

The manager who can not show an improvement in operation loses his position; another whose record is better displaces him quickly. Consolidation of system abolished positions of agents, because where once three were employed by competing roads one is sufficient now to handle the business of the consolidated systems.

Every railroad worker knows that all laws enacted for the protection of the life and limbs of the employes are set aside and disregarded till the companies are ready to obey. So would it be with the nine-hour workday for railroad telegraphers; but the dear, dear "public" knows that overworked telegraphers may eventually give false signals and cause wrecks, so that law will be enforced. However, the telegraph force is going to be reduced by the closing of many stations, as reported already through the daily press. The railroad workers cannot expect relief from the courts or the government, because they have not even an organization by which they could back up their justified demands for measures for the protection of their limbs and bodies.

GOVERNMENT OWNERSHIP AN EVIL REMEDY.

But the growing economic power in the hands of a few railway corporations has aroused the American citizen; louder and louder is heard the clamor for government ownership of the railroads. And the "great" politicians, although all are only the agents of capitalist interests, are holding out as bait the proposition that the abominable conditions of the great bulk of railroad workers would be improved if the government would own and control the transportation facilities; but they purposely forget to tell that the government, with all the instruments of oppression at its command, would act as supervisor solely, so as to guarantee the owners of government railroad securities the prompt and secure payment of interest, interest exacted from the bones and bodies of railroad workers; and in return one million two hundred and ninety-six thousand one hundred and twenty-one workers would be removed beyond the pale of assisting their brothers on the economic or on the political battlefield. Their votes would be played with at the bargain counter of different political interests; they themselves, the workers, would have nothing to say in the management of the roads; strike or any other resistance would be prohibited by laws enacted and enforced by those whose economic interests are represented in the government.

NO UNION AT ALL IS BETTER THAN A CRAFT UNION.

There can be no doubt these workers in the railway service who are organized and the craft unions are in each other's hair the time, but the large bulk of them, seeing that one portion scabs upon the other portion, that each craft looks out for their particular interests, and do not care what others are doing, remain unorganized, partly for the reason that they refuse to be made

(Continued on page 4)

What is Your Answer?

A little over two years ago the Industrial Workers of the World was organized in the city of Chicago, and from the hour of its launching to the present time the organization has been the storm center of the American labor movement. Not only has it been this, but its influence has been felt in far-away Australia, Japan and in European nations as well. It was assailed by the old-line pure-and-simple labor organizations and leaders with a viciousness second only to that shown by the master class, but despite all attempts to disrupt and destroy it is stronger today than at any time since its birth, and is emerging victorious from the desperate struggle.

An organization that could make such a fight and even cannot be derided, humiliated or laughed out of existence. It is here to stay.

What, therefore, is the I. W. W., and what is the secret of its strength?

To begin with, everything in America, with the exception of Mormonism and monkey dinners, is an imported article.

As it was with all else, so was it with our "unionism," which, in the so-called American Federation of Labor, embodied all the ill-effects of the old dream of the English working class. But this was the must-be, the destiny we could not avoid.

Yet, too, all the past of all the nations belonged to us, from the heroic misery of Ireland to the soul-stirring glory of the Commune of Paris. All the folly and all the wisdom of humanity was ours to choose, and we chose mainly the folly. Proud in our own conceit, we blundered on until the time is here when we dare not blunder any longer.

We have arrived at a fork in the road of destiny: one finger points to freedom and the other to slavery. Which will the nation choose? The answer lies with the working class, and the working class alone, and the supreme hour of its duty is here. And no human being, nor man nor woman, can shrink one jot of responsibility for the outcome of the titanic struggle on which the race is now engaged.

Revolution or Reaction claims us, one and all, and we have no choice but to serve the one or the other.

There is no room for compromise. It is liberty or death.

Therefore, seeing these things to be true, the American Federation of Labor, being the chief and strongest outpost of the master class, must be destroyed.

Founded nearly a generation ago, accepting the philosophy of the ruling classes, ignoring the evolution of production from an individualistic to a cooperative system, denying the spirit of the times, it has become the citadel of reaction, and must be swept away if democracy is to live.

Reason compels every thinking person to this conclusion, for how can a working class divided into more than 121 independent organizations make any headway or gain anything, either now or in the future, against a united trust-organized employing class?

One who deems such a thing possible is capable of believing that the United States could stand in war against Japan when every state in the Union insisted on acting for itself alone, insisted on its sovereign right to make individual treaties with the common foe—California for one year, Texas for two, Illinois for three, New York for four, and all the others for such periods as they saw fit, and denying the national authority and each insisting on its own authority as against the common interest.

He who would propose such an organization of the federal government would be regarded as a lunatic; yet this lunacy is the policy of the government, and that goal is Industrial Democracy.

Second, it is founded on the principle that all wealth belongs to the producer thereof.

Third, in its philosophy the working class is one which is expressed in its motto: "An injury to one is an injury to all."

Fourth, it accepts the discoveries of science and seeks to put the working class in line with evolution in order to avert a catastrophe when evolution turns into revolution, as it must.

Fifth, it believes that the revolution is rapidly approaching and that the life or death of progress depends upon the working class, and the working class alone.

Therefore it seeks to organize the working class to win.

"It is an experiment," says the A. F. of L. True. But the A. F. of L. is not—it is a rotten, stinking failure.

"It is an enemy of society!" shrieks the capitalist. True. But capitalist society, like capitalist unionism, is a rotten, stinking failure, and must go.

Industrial Democracy must be established. To this task the I. W. W. has

set itself. Its form of organization, reduced to simple, is: All the workers working for one boss are organized against that boss; then all the workers working in an industry (four making for instance) are organized against all the bosses in that industry; then all the workers in all the industries are organized against all the bosses in all the industries—are organized into One Union, of the working class, the Industrial Workers of the World.

If you believe that labor is entitled to all the wealth it produces; if you believe that "if a man will not work neither shall he eat"; if you believe in solidarity in unity and in brotherhood, in war an in peace; if you believe in the emancipation of the working class from its terrible misery; if you believe the common people were made for something better, higher and nobler than a life-time of heart-destroying, soul-killing toil in the service of a chosen few; if you believe with Jefferson that the world belongs to rights of use to the living," and with Lincoln in "a government of the people, by the people and for the people," then it is your duty to join us today, to become a part of the Industrial Workers of the World, a soldier in the armies of the Industrial Democracy.

What will you do?

Already hundreds and thousands of workers are jobless, are starving. It is your turn next. There is no "perhaps" in this, and it is no prophecy to predict it. All the dancing derisives in the nation, from Theodore Roosevelt and Billy Bryan down to Sam Gompers and Victor Berger, cannot help you. It is the fate of you and yours that is to be decided, and as you decide you aid in industrial slavery or Industrial Democracy.

What will your answer be?

Yours for Industrial Freedom,
COVINGTON HALL.

Economic Organization

is the real need

"American Manhood" reprints in full our editorial, "Let Us Suppose a Case," which appeared February 15, and adds the following editorial comment:

"The foregoing is from The Industrial Union Bulletin. But there is more to be said. There is something more that stands between the consumption described and present conditions than Ignorance and Charity, at least as the casual reader would interpret the terms—superficially."

"There stands before us the present lack of a widespread, united industrial economic organization for concerted action in the critical hour. It is true that this lack of organization is primarily due to ignorance of the workers."

"The removal of this ignorance is an absolute prerequisite to efficient organization. In the strictly industrial centers the organizers of the economic organization will do their full share of the educational and organizing work; but the political end of the Socialist movement would be derelict, indeed, did they not use their organization as a means of education in behalf of industrial as well as political organization. Unless the economic (industrial) organization is widespread and coherent, the day of political socialist victory would be its defeat. Political organization cannot govern the conduct of industry. In the day of political victory, the Socialist political organization must cease to function."

"By the same token there must be made ready the industrial organization to those elected representatives of the power of administration is delegated. Political society will then have ceased to exist; the Socialist political party will have fulfilled its mission; the mission of the industrial organization will have begun. This will constitute the revolution from capitalism. The political republic will have been supplanted by an industrial democracy—social democracy."

"In the industrial movement the proletarian farmers will have to play their part. Their interests are identical with those of proletarian handiwork and machine workers. The proletarian farmers comprise the tenant farmers and the hired hands on the farms. For land must be made social property as well as the tools of industry. And it behooves the dependent farmers to get busy. Headquarters of the Industrial Workers is at 212 Bush Temple, Chicago, Ill."

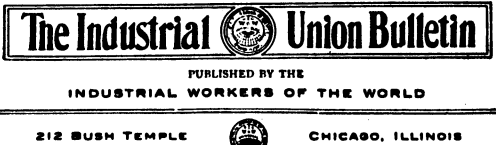
"American Manhood" is a "paper without a murder." Published at Ada, Oklahoma, and edited by Stanley J. Clark, a national organizer of the S. P. Its subscription price is \$1 a year.

Want I. W. W. Cook.

The "None Industrial Worker" of January 3 contained a small article which reads as follows:

"Want—An I. W. W. cook. A full crew of Miners' Union men walked out of Wright & Zugar's camp, No. 3 1/2 below, on Little Creek, because the cook refused to join the I. W. W."

The miners of Alaska are familiar with the record made by Pinkerton in the Western movement, and are not taking any chances in having one get that bread crumbed in so important a duty as preparing the food they eat.



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CHICAGO, MARCH 7, 1908

Industrial Unionism calls for devotion in times of adversity as well as "prosperity," prove your devotion at all times; now is the time to renew your interest and activity.

SIXTY TONS OF FOOD DESTROYED

A correspondent of THE BULLETIN in British Columbia sends us the following news item clipped from the "Vancouver Daily Province" of February 14, 1908:

"Within the past few days the combustion chamber of the new incinerator has been working overtime consuming shipment of THIRTY THOUSAND POUNDS OF TURKEY, CHICKENS AND DUCKS, which were sent to the Coast as part of the holiday supply last year. The shipment has been in a local cold storage plant, having been sent on commission by eastern shippers. As the holiday demand was not as great as expected, the consigners were notified as to the need of probably continuing the cold storage plant for some time to come. Rather than pay the cost of the service for an indefinite period orders were given for the destruction of the lot and it was handed over to the scavenging authorities.

"Supt. Booth says that if the incinerator has a brute appetite it certainly should have been satisfied this week as, besides the poultry shipment above noted, EGGS BY THE SCORE OF CASES, POTATOES BY THE LOAD and APPLES IN CONSIDERABLE QUANTITY have been led to the furnaces. That the plant seems to thrive on the fare is shown by the fact that on Wednesday it consumed SIXTY TONS OF MATERIAL."

While the red fangs of the hunger wolf are scratching at the door of the System's victims, while footsore and heartick tramp the streets in search of something to do that may enable them to satisfy the needs of loved ones, while every day brings its record of death to end the bitter struggle to live, fiery furnaces consume the food which Labor has produced, but does not own, and while the furnace "thrives" on the food of the people, the people perish.

If no other indictment of capitalist society and industry were possible, this surely is enough. Producing so abundantly that rather than pay the nominal charge to continue sixty tons of life-saving food in cold storage, rather than put it on the market for sale at the cost price of handling, it is consigned to fire and consumed. Human need cries out for sustenance, but there is no sustenance without profit under capitalism; the workers are hungry, but there is no satisfaction for hunger without profit; human beings may die, but profit must live.

Our civilization is a ghoulishly grinning monster—corrupt, wasteful, barbarous. Its overlords, unable themselves to consume the products of those who toil, destroy the products to preserve markets and imperil the people's lives.

Protest against the insanity and barbarities of the System and a sycophantic press and cowardly clergy set up the cry of "anarchist," "enemy of law and order," "adversary of our holy religion!" Every advocate of the rights of the workers and humanity is in turn declared to be an opponent of "all government," a "foe to society" and an "atheist."

But in spite of this calling of names, in spite of the attacks of the comfortable and complacent tools and apologists of capitalist industry—whether the field of their well-requited activity is in the press or the pulpit—the workers must under every assault give steady emphasis to their protest. Not to protest is to acquiesce. To acquiesce is slavery; and slavery is death.

But our protests will be unavailing without organization. The working class must come together, and organize to make impossible the destruction of sixty thousand tons of food in a day! They must organize on the industrial and the political field to take possession of that which they produce by the principles of the International proletariat.

KAUTSKY ON THE JAPANESE

Karl Kautsky, the veteran Social Democrat of Germany, in a letter to a German paper printed in New York, has this to say relative to the substitution of a race prejudice for the class struggle:

"The only danger I see today for Socialism and Unionism in America is to be found in substituting a race for the class struggle, in contradiction of the principles of the International proletariat.

Sure enough the emigration of Asiatics endangers the American workingmen, but it would be folly to oppose the Asiatic proletariat by declaring war upon him instead of lending a helping hand to the workers of Japan, China and India in their endeavor to better their miserable conditions and efforts to organize in their own land, to free themselves from the yoke of a dangerous competitor, even if he stays at home, swamping the world markets with products produced by his cheap labor. Only the organizing of this low-priced mass of workers can break this dangerous competition.

The charge that the Oriental worker cannot be organized is mistaken and absurd in the face of facts. They have already organized, and only recently from America they receive the most encouragement and aid. From Socialists [Industrial Unionists] in America the Japanese workers have had their lessons. It is to bind them closer together; of course, no easy matter, in view of the present condition in American trades union circles, and it's no pleasant one either. Nothing is harder to bear than the antagonism of our own class. Many who defy every persecution and scorn of the enemy are not able to resist the opinion of their own class."

The practical lesson recently learned by the Japanese has been taught them by the I. W. W. With the literature of Industrial Unionism our thinking fellow workers in Japan are becoming familiar and the necessity of the economic organization to achieve industrial freedom is recognized by representative Japanese Socialists.

IT IS NOT ALL "FANCY"

- Fancy union pressmen printing from scab composition;
Or union compositors setting type for scab pressmen.
Fancy union spinners spinning yarn for scab weavers;
Or union weavers weaving yarn spun by scab spinners.
Fancy a union machinist running a lathe with power from a scab engine-room.
Or a union engineer furnishing power for machines run by scab machinists.
Fancy a union lumberman furnishing logs for a scab saw mill;
Or a union sawyer cutting logs from a scab lumberman.
Fancy a union tanner making leather for a scab shoemaker;
Or a union shoemaker using scab leather in making shoes.
Fancy a union bricklayer laying bricks made in a scab brickyard;
Or a union brickmaker supplying bricks to a scab bricklayer.
Fancy a union blacksmith using horse-nails made in a scab factory;
Or a union horse-nail maker making nails for a scab blacksmith.
Fancy a union train-crew hauling a bunch of scab telegraphers;
Or union telegraphers forwarding messages for scab train-crews.
Fancy—well, let your fancy cover the entire field of industry and you will discover what craft unionism means. It is a colossal failure, so far as the interests of workers are concerned. The condition is a result of craft unionism. And that is the reason why Industrial Unionism must win. It organizes all the workers in one industry in one union. Don't worry over the magnitude of the job; work for it.

A Lift from Phoenix

The "proof of the pudding is in the eating," and the proof of desire for the success of the I. W. W. is in what one is ready to do to insure success. Realizing that the fact that perhaps one-half the membership of the organization being out of work, or only partially employed, necessarily affects the regular revenue at general headquarters, the Local Union of Phoenix, B. C., No. 155, sends a generous donation, with the following letter:

"Phoenix, B. C., Feb. 24, 1908.
"Mr. W. E. Trautmann, Chicago, Ill.
"Dear Sir and Fellow Worker—
"Find enclosed a draft for \$100, a donation from Local No. 155 of Phoenix, B. C., towards the organizing fund.

"May the good work go on, and may the I. W. W. continue to grow till it becomes the most powerful labor organization on earth. That the time when the laborer will get their eyes opened to the fact that they are being fleeced by labor fakirs, and join the I. W. W. ranks, the only plan of organization that can deliver them from bondage is truly,

"I. W. ROGERS, Sec'y I. W. W.
A number of similar donations would have the effect of materially easing the strain which "the panic" has forced upon us.

St. John's Illinois Tour

On March 17th, at Spring Valley, Ill., Vincent St. John, assistant general secretary of the Industrial Workers of the World, will begin his lecture tour of the state. He will remain in the Spring Valley district for four days, addressing meetings at St. David, Dumfries, Canton and other places. March 21st he will speak at Peoria and vicinity; March 23d, East St. Louis; April 1, Belleville; April 2, Olin; April 3 and 4, St. Louis, Mo.; April 6, Collinsville; April 8, Herrin; April 9 to 12, Du Quoin and vicinity. Some dates still open will be filled during the next week. Advertising matter will be furnished from this office.

St. John is assured a cordial reception wherever he goes among the miners. His record as a steadfast friend and advocate of the interests of his class is so well known as to need no word from us. He will present the aims and methods of the I. W. W. in plain and convincing terms, and all who can should hear him.

Flynn Lecture Tour

Dates are now being made for the lecture tour of Elizabeth Gurley Flynn, which begins at Schenectady, N. Y., March 22. Terms for these lectures are: Chicago, \$10 for single date, \$5 for each additional lecture at the same place; west of Chicago, \$15, each additional date \$5. The added charge for points west of Chicago is due to the longer distances to be traveled and the consequent increased railway fare.

Local organizations desiring to have the benefits of a lecture course by Fellow Worker Flynn should communicate immediately to Vincent St. John, 212 Bush Temple, Chicago.

General headquarters will furnish the "Handbook on Industrial Unionism" at the rate of \$3 per 100 for these meetings, and other literature at nearly cost price.

What Wall Street Editor Sees

"The encroachment of the speculative spirit into the fields of manufacture, agriculture, transportation and banking spells danger of the most seductive character. When economic classes in their conceptions of their own business the danger is not so great, but when it is confused it is in danger of being wrecked by irresponsible buccaners.

Leaders of great enterprises today probably do not adequately appreciate the smoldering fury of discontent which their own management of business has steadily engendered in the hearts of a thinking populace. There are dangers in this direction which the hoggishness of corporate greed has done more than anything else to bring to the danger point in American society.

It is worth heeding indications in this line, if only as well as in individual and general welfare do not wish to pay exceedingly dear for their irresponsible trusteeship of property."—Dr. J. F. Crowell, Ass. Editor "Wall Street Journal."

Fellow Worker George Franklin, of Spokane, Wash., is doing good work among the Austrian workers in that city. He recently had a good gathering in this direction which resulted in an exposition of Industrial Unionism at the I. W. W. hall, and showed great interest in the organization.

There is one way open for every member of the I. W. W. to help the organization, and that is to get a new subscriber to The Bulletin. There are plenty of men who will not subscribe unless they are invited. Try them. Send for sub. cards.

A new edition of the "Handbook on Industrial Unionism"—the third edition, by the way—is just coming from the press. This is just the thing to put in the hands of a worker who wants to learn something about the organization.

Is the Co-operative Commonwealth to be run by politicians or by those who co-operate to produce wealth? If by the latter, what is more necessary and indispensable than the industrial organization of the workers?

There are no guarantees for the working class except such as the working class establishes. There are no guarantees possible except those based on control of the means of employment by the workers themselves.

The second "Handbook" dealing with means and methods, is nearly completed and will soon be ready for delivery. It will be uniform in size with the first book, the third edition of which has been printed.

Industrial Unionism calls for devotion in times of adversity as well as "prosperity," prove your devotion at all times. Now is the time to renew your interest and activity.

Thos. J. Cole on New York Meeting

The letter of Executive Board Member Thos. J. Cole is supplementary to those printed last week and explains itself:

"There is not a particle of truth in the statement that Katz makes that the G. E. B. was in secret session before DeLeon came before. If such was the case, why was it necessary for Katz to make a motion for an executive session for DeLeon? And I wish to state right here that at the time that the motion was carried I did not understand that "executive" means "secret." One would have objected right then and there.

"I further wish to state that Katz was not present at the opening of the session, and that Chairman Williams requested those present to keep as quiet as possible, so as to facilitate the work of the G. E. B., that it might get through with its work as soon as possible. Being dismissed from the room, neither was any one denied admission until DeLeon insisted upon being with the board alone. The New York Industrial Council did as Williams requested, but at all times some one was with DeLeon. G. E. B. Thompson, Tracey, Quinlan, Walsh, Fisher, Campbell and others too numerous to mention were in the room at various times, and at will, nor was anybody denied admission.

"It is a fact that I left the room at the DeLeon conference when Tracey came in to telephone, and I am very thankful that I did. After I came in again you did not see any more executive session did you?"

"Besides, the charges of 'police-spy' and the sectarian affairs were of such nature that I would have objected anyway. Being directly hurled at Fellow Worker Tracey, who was employed as organizer for the New York District Council, these charges should have been placed before the local of the accuser, and with the proofs brought before the New York District Council, and then, if that body, after investigating, did not render a decision satisfactory to the accuser, he would have recourse to the G. E. B., and from there to the convention of the I. W. W. The objection to the raising of the question of the G. E. B. at the secret session for DeLeon without Connolly being present to defend himself (this makes a star-chamber), and cited the actions of the star-chamber proceedings of the T. D. of the I. W. W. in 1905 and the harm that it did to us, and what was that harm? Why the total destruction of that department? Did not answer either Yates or DeLeon's questions as to where I got my authority that governed my actions on this matter, nor have I ever answered, but I think it got it pretty straight, and so would they if they had been outside of that room with me; but I helped to prevent a repetition of what occurred in 1905, and that is sufficient, and I do not care whether Trautmann quotes me for every word I said or not (which he does not). The minutes are as correct as they could be taken in longhand, and only a stenographic reporter could get every word.

As to the publishing of the same: The second and third conventions have been conducted by the G. E. B. and published, and if sufficient cause I would in this instance certainly demand it. At the second meeting with DeLeon the next morning, with Connolly present, the charges were not presented, and the same of what occurred were not connected as in the evening before, where the church was dragged in, and took such a turn as to compel me to rise to a point of order, which was sustained by my chair, DeLeon appealing from the decision of the chair, the secretary called the roll, and Katz was the only one voting 'No,' the G. E. B. thereby showing itself capable of keeping the I. W. W. clear of sectarian and political bickering.

"Let DeLeon present the charges before his local and sustain those charges with his proofs, and if Connolly is guilty, then I am willing to deal with him as 'spite' or 'disrupter' and if the charges cannot be substantiated, then it will be up to Connolly to vindicate himself, no matter who it hits, as the G. E. B. will not be a party to any but a straightforward course, and will not be dictated to by any one man, or by any course but that above named.

"Yours for the I. W. W., THOS. J. COLE."

Blue Island, Ill.

Progress in Alaska

The "Nome Industrial Worker" of January 3 prints a report of the progress being made by the I. W. W. in the far-off mining town of Nome, Alaska, from which we take the following:

The regular meeting of Mixed Local No. 264, Industrial Workers of the World, was held Monday evening in Miners' Union hall. As usual, the far-off meeting was held in the hall, from which we take the following: The regular chairman being absent, L. E. Cunningham was asked to preside. The steady growth of the I. W. W. in the territory has been the result of the work of the local, seven new members were initiated. The local then proceeded to ballot for the officers for the ensuing six months. The result of the ballot was the election of the following officers: President, L. E. Cunningham; vice-president, W. P. Solomon; financial secretary, A. A. Banta; recording secretary, W. C. Squier; conductor, C. B. Ammon; trustees, Mrs. McNamer, Charles Schultz, E. A. Smith.

After their installation, the newly elected officers addressed the meeting, thanking the members for the trust reposed in them and expressing their confidence in the principle of industrial unionism, and their belief in the ultimate triumph of the Industrial Workers of the World throughout every civilized land.

The meeting decided to hold another general meeting of Miners' Union hall Friday, January 3, at 8:30 p. m. Paul Turner, editor of the Industrial Worker, the miners' paper, was chosen to preside, and the subject to be discussed will be: "The Effect of Environment on Morals."

The meeting was addressed by How-

ard White, Harold Jensen and others. Mr. White spoke eloquently of the "enemy within the gates," and was heartily applauded. The remarks of Mr. Jensen concerned the enemy "without the gates," and he referred to the local capitalist press. He said a pig squeals until it is hurt, and the squealing recently done by the "pig" which the capitalists are fattening (The Gold Digger) and which they will soon slaughter, shows that the growth and prosperity of the Industrial Workers of the World is hurting both the "pigs" and the capitalists that feed it. Prolonged applause followed his address.

Boycott is American

A writer in the Denver Times, in support of his contention that the boycott is a good institution of American origin, has the following historical references: "The fact is that the institution or weapon now known as the 'boycott' is a good old American institution. On the point of its origin, the following quote from 'Students' History of the United States,' by Edward Channing, 'Revised Edition, Macmillan & Co., 1906,' page 163. In speaking of the abolition of the slave trade in Philadelphia on September 17, Channing says: 'The more important work of this congress was the establishment of the American Association, designed to secure the enforcement of a general nonimportation and nonconsumption agreement. The execution of this policy was no longer to be left to chance; the congress recommended the election of a committee by the county, town or other local administrative unit in each colony, which should oversee the carrying out of the nonintercourse with Great Britain * * * and any colony which declined to enter the association should be regarded as hostile to the liberties of this country and denied all intercourse with the members of the association.'"

"On page 154 Channing says: 'The object of the colonists in 'boycotting' certain goods was to exert a pressure on English merchants engaged in colonial trade, and through them to influence the government.'"

Channing also explains, on page 154, in regard to the nonimportation agreements, 1769: 'The dissolution of the Virginia Assembly only hastened the crisis. The burgesses met in a neighborhood and signed an agreement binding themselves to refuse to import any goods of either a tax levied by act of parliament. The document had been drawn up by George Mason; it was presented to the burgesses by George Washington, and among the signatories to it was that of Thomas Jefferson. The other colonies soon adopted similar agreements, and by the end of the year (1769) the nonimportation policy was in full operation.'"

"The boycott, therefore, far from being 'unamerican,' has a splendid American parentage. Now, to conclude this letter, I consider it the working people's duty and mission to correct the evils that are today rampant in both industry in general and journalism in particular, and if the boycott is an instrument of force and power available to the workers in the execution of their mission, they should believe the workers would be guilty of a grave negligence of opportunity if they failed to avail themselves of that good old American institution, the 'boycott.'"

Industrial Union Conventions

Fellow Worker E. W. Grogel has the following letter in the "Wage Slave" relative to industrial union conventions: "The first issue of the Bulletin, January 31, 1908, I read with great interest an article on the second page of same, dealing with Hanneman's letter in regard to the W. F. of M. call for a 'conference' to be held in Chicago, April 6, 1908, by all labor organizations 'who believe in industrial unionism.'"

The editorial comment on same, and preface it, says that Wage Slave would be glad if the next state convention would declare enthusiastically for Industrial Unionism, and would send a delegate to the Chicago convention. As a member of the S. P. of Michigan, and also an uncompromising industrial unionist, I should cooperate with all my voice and vote any resolution or other action that would tend to send a delegate to that "conference," for more reasons than one, and more reasons than I have space and patience to enumerate.

But the most important of these I will try to explain. In the first place, if the aforesaid "conference" was going to be composed of industrial unionists, they would certainly have any delegates representing any political organization, much less invite them.

Secondly, the original call for this "conference" came from the annual convention of the W. F. of M. and was called for October 1, 1907, I believe, or thereabouts, and what right the executive board has to postpone it three or four times, and for what reason would probably be interesting reading. Let's stretch our imagination a little and see if we can get an idea of what these men, who would have us believe in their heartfelt sympathy for the "deplorably disorganized state of the working class" are trying to perform.

Let's suppose that a bunch of men got into the Socialist Party of the type generally found in the wake of Bryan or Hearst. To bring it nearer home, we'll say a good many are of that choice brand who "get" \$5 per day and "expenses" for attending any and all conventions. Then we'll suppose that the "common rabble" of the "doughnut-brigade," or in other words the rank and file, got real live and wide awake one time and elected quite a few of these "intellectuals," as they do occasionally, to a convention. Not enough to swing it, but enough so they could make themselves heard. Then let's imagine the question of platform came up and the rank and file, or "doughnut-brigade," got a week or so of daily-dabbling tactics, indulged in by the "intellectuals" for the purpose of starving out the "common rabble" who live by the sweat of their brow, and consequently were getting \$5 per day and expenses, were getting tired of chewing the rag (to use the language of the gutter), or

rather listening to it, on a platform of government supervision of ice trusts, and the geography of the back side of the moon, and voted it down and substituted in its place a revolutionary, working class platform and carried it. Then let's imagine these gents getting real mad and stampeding the convention and crying "DeLeon" and "controlled by S. L. P." "fanatics" and a few more such nice names as they are capable of calling, and in a few months send us (the S. P.) and the S. L. P., or those of those parties who may believe in real socialism, such as that taught by the master of economists, Hearst, an invitation to attend a "conference," to be held some time at some place for the purpose of organizing a real party to show the "disorganized" working class that "it ain't our fault" that it is as it is, viz., "disrupted."

If you can picture such a situation, Comrade Editor, then you can begin to smile when the thing is mentioned.

A noted statesman once said: "The appeal to patriotism is the last resort of scoundrels." Applied to present-day conditions in the American labor movement, it would read: "The appeal to patriotism is the last resort of the unfication of the workers is the last resort of fakirs in the labor movement."

I further prophesy that a unification of workers on such a basis as proposed by the proposers would be nothing more than a refuge for old scoundrels and worn out, disgruntled craft unions who are tired of one bunch of labor fakirs and possibly nearly ready for collapse themselves through uselessness and old age, and will too glad to have some of the standpoint of an industrial unionist. If these sick gents who fear this disorganized state of the working class so don't join an industrial union why don't they join the industrial union which already has held that place among labor unions since 1905 and will still hold it when the bones of the signers of this "invitation" are making good fertilizer, to make wholesome food to raise a generation of real industrial unionists of which the world may well be proud.

No, comrades, we'll have to adopt a different course from the one our friend, "Hanneman of New York," would be only too glad to have some of us bite on, in order to crawl through a loop hole from one of the most disreputable positions ever occupied by a labor "leader," or rather misleader.

E. W. GROGEL.

Mexican Defense Fund

The following is a list of contributions to the Mexican Defense Fund received by the committee at Los Angeles up to Feb. 26:

- Lyon & Ormsby Labor Union, No. 261, W. F. of M., \$ 5.00
Globe Miners' Union, No. 60, W. F. of M., 25.00
Bonanza Miners' Union, No. 235, W. F. of M., 10.00
Carter Miners' Union, No. 148, W. F. of M., 25.00
Calaveras Miners' Union, No. 55, W. F. of M., 25.00
Great Falls, M. & S., No. 16, W. F. of M., 10.00
Aurora Miners' Union, No. 226, W. F. of M., 10.00
Rico Miners' Union, No. 36, W. F. of M., 5.00
W. S. & D. B. F., Branch No. 216, 1.50
W. S. & D. B. F., Branch No. 176, 5.00
W. S. & D. B. F., Branch No. 25, 10.00
W. S. & D. B. F., Branch No. 157, 2.00
W. S. & D. B. F., Branch No. 188, 2.00
W. S. & D. B. F., Branch No. 67, 5.00
W. S. & D. B. F., Branch No. 152, 5.00
W. S. & D. B. F., Branch No. 10, 5.00
W. S. & D. B. F., Branch No. 191, 5.00
W. S. & D. B. F., Branch No. 10, 5.00
W. S. & D. B. F., Branch No. 65, 5.00
United Brotherhood of Workmen, Local Union No. 277, 5.00
Snowball Miners' Union, No. 124, W. F. of M., 16.00
E. W. Collins, Bellingham, Wash. 1.00
Local Kennet Socialist Party, 5.00
Martin Pearson, Ural, 1.00
Tailors' Union, Local No. 81, Los Angeles, Cal., 12.00
U. W. Sewell, Los Angeles, Cal., 1.00
G. Nolle, Los Angeles, Cal., 1.00
Mrs. M. Shea, Los Angeles, Cal., 1.00
Mexican Branch Socialist Party, Los Angeles, Cal., 31.28
W. S. & D. B. F., Los Angeles, Cal., 13.25
Mrs. Mary Lang, Los Angeles, Cal., 5.00
Lazara De Lara, Los Angeles, Cal. 6.19
Lazara De Lara, Los Angeles, Cal. 2.00
Casper Bauer, Venice, Cal., 3.00
Alfred G. Samfelsen, Los Angeles, Cal., 7.54
Lazara De Lara, Los Angeles, Cal. 3.55
P. R. Cauley, Los Angeles, Cal., 3.00

\$24.32 B. T. WEBER, Cor. Sec'y.

BRITISH ADVOCATES OF INDUSTRIAL UNIONISM

Information on Industrial Unionism or the formation of Clubs can be had from any of the following Branch Secretaries in Great Britain:

- ABERDEEN—Wm. Greig, 27 Baker Street.
BIRMINGHAM—C. Hawthorne, 129 Hingson Street, Brookfields.
BOURNEMOUTH—A. Hollingsworth, 145 Wyham Road.
BRADFORD—Arnold J. Hibbert, 19 Easby Mount, Horton.
DUNDEE—D. Nairn, 181 Victoria Road.
EDINBURGH—E. Taylor, 9 Tynawtie Place.
FALKIRK—F. Fitzpatrick, 2 N. John Street.
GLASGOW—Thos. Bell, 322 Westmair Street, Faltham.
GRAVESEND—H. Forbes, 64 Salisbury Road, Gravesend, Kent.
LEITH—Thos. Drummond, 31 Glover Street.
NORTH KENT—A. F. Goddard, 10 Glenview Road, Lewisham.
READING—R. Easton, 61 Orchard Street.
SHEFFIELD—W. D. Wood, 103 Jubilee Road, Attercliffe, Sheffield.
SOUTH LONDON—C. N. Hall Road, Peckham Rye, S. E.
STROUD—E. O. B. O'Neil, 15 King Edward Road, Stroud.
TOTTENHAM—J. Byrne, 189 High Road, South Tottenham.
WIGAN—Peter Newall, 24 Derrington Street.
WOLWICH—A. B. Smyth, 95 Brewery Road, Plumstead.
All secretaries of A. of I. Clubs requested to communicate with J. B. Wood, 27 Greenway, 1 Spencer Avenue, Wood Green, London.

ECONOMIC DETERMINISM

How Social Institutions Came into Existence Through Changing Methods of Production

FROM THE PAST TO THE FUTURE

BY WORD H. MILLS

CHAPTER XVIII.

Government ownership of public utilities never has even mitigated the economic condition of the working class...

Of this the government-owned post-office system affords a shining example. The employees cannot even exercise the full rights of citizenship...

And we note the recalcitrant wage-slaves who make a demand of the "public" to ward convention of the political party...

The fact remains true under government ownership administered by the political state as it does under private ownership in the means of life...

The economy of the present time admits of no compromise in the effort to effect its solution. Capitalism with its entire system of wage-slave exploitation is either useful, just and right...

The policy of government control of industrial functions occupies essentially similar an attitude as does government ownership. Emerson found the kernel of economic philosophy when he wrote "Laws pertaining to property..."

Under an industrial regime democratically administered the regulations governing their management would be made by the workers themselves.

With reference to the economic causes of the impotence of government control to inure to the advantage of the wage working class, I believe comprehensive and instructing than to quote that of J. B. Osborne in his analysis of the government ownership question.

"The law in theory is often very different from the law in fact. Legally the state has a right to regulate the freight and fares of railroad corporations...

which presupposes the sovereignty of the people, and that the life and liberty of society should be the chief consideration of the government.

"When a railway or similar corporation is given a franchise and thereby a certain monopoly on the business in which it is engaged, it is given this exclusive privilege on the ground that it will be no more effective in controlling the railways of the nation than the various state railway commissioners have been in controlling them within the state.

"The idea of this public control is to regulate the charges of corporations that they will be unable to take any more money from the people than the service they render for the public use of the corporation.

"The law in the United States and in the various states at the present time is the rule of the capitalist class. You can catch up things as you like, doctor up the system as you may, protest against the trust as loud as you please...

"During the great American Railway Union strike in Chicago, federal troops were asked for by the railway corporations and the President of the United States sent the troops into Illinois over the protest of the Governor of that state.

"In the state of Colorado an eight-hour constitutional amendment was passed by a majority of over 40,000, but has not yet been put into operation.

"The California judge is quite right. We do not have the rule of the people. Mayors and councils, governors and legislators, presidents and congresses are not elected to serve or represent the interests of the people.

"The law in theory is often very different from the law in fact. Legally the state has a right to regulate the freight and fares of railroad corporations...

"The passage, enforcement and interpretation of law today is in the hands of the capitalist class and what is in their interest is lawful, moral and just. Anything opposed to their interest is unlawful, immoral and unjust.

"The prevailing conception of these things today is in harmony with the interests of the capitalist class. Today it is lawful, moral and just for 2,000,000 little children to work in mills, mines, shops and factories...

"The working class has peacefully submitted for many years to capitalist law and authority, and I am willing to believe that the capitalist class will be just as good when their turn comes to be good and accept the rule, authority and law of another class.

"The law in the United States and in the various states at the present time is the rule of the capitalist class. You can catch up things as you like, doctor up the system as you may, protest against the trust as loud as you please...

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Industrial Unionism—Means and Methods—Active and Passive Action.

By Wm. E. Trautmann

RECOGNITION OF UNION BY THE WORKERS.

It is for similar reasons that the industrial unionists have little whether the employers of labor recognize a union or not, as long as the workers by their concerted actions can show that they have the might organized, and sufficiently directed in the conflict with the enemy.

With such an organization and such method it would be indeed a waste of energy if wages were not protected; a strike or provoke a lockout on account of the employer's refusal to recognize the union.

OBEEDIENCE TO RULES AND INSTRUCTIONS.

"Employees are warned to strictly obey instructions and observe the rules of the factory, and be responsible for any accident resulting from disobedience of these orders."

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dict will always be rendered against the worker when it is shown that he has been "derelict in obeying orders."

THE OPERATION OF PASSIVE RESISTANCE IN RAILWAY SERVICE.

"The 'Passive Resistance' strike consists in every man remaining at work, but giving the most punctilious obedience to all the rules of the road. No train is started till every passenger is safe off the car platform...

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goods are turned out by silent understanding of all workers in one shop or plant; time is taken up with getting tools prepared, and repair work attended to; in Harvey Hill, where contractor for railway construction work announced a reduction of 50c per day for the Italian workers...

FRENCH WORKERS' 8-HOUR MOVEMENT.

On the same lines was the eight-hour movement conducted in France in 1907. The workers in the different industries where industrial organizations had been formed...

GENERAL STRIKE DEMONSTRATIONS.

The General Strike as a means to demonstrate the power of organized discontent is an excellent method, if carried on in the principle that the workers should not unnecessarily abandon for any length of time their places of employment.

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I. W. W. PUBLICATIONS. Leaflets in English, per 1,000 - Address to Wage Workers, \$1.50. The Textile Workers, \$1.50. Food Staff Industry, \$1.50. Hotel and Machinery Industry, \$1.50. Story of a New Labor Union, \$1.50. Leaflets in Italian, \$3.00. Swedish, \$3.00. Polish, \$3.00. Finnish, \$3.00. German, \$4.00. Yiddish, \$3.00. Rumanian, \$4.00. Japanese, Address to Wage Earners, \$1.00. L. W. W. CONSTITUTION English, (per 100) \$5.00. Italian, \$5.00. French, \$5.00. German, \$5.00. Polish, \$5.00. Hungarian, \$5.00. Spanish, \$5.00. W. E. TRAUTMANN Room 212 Bush Temple CHICAGO ILLINOIS

CLEAR THE TRACK FOR THE I. W. W. SPECIAL

(Continued from page 1)

strikebreakers by craft union methods and iron-clad craft union contracts. Here one day the freight handlers are on strike, and the railway clerks in the same freight-house remain at work...

There must be an end, and there will be! Wage reductions all over the country are announced, and some railroad companies even abrogated the contracts with the craft unions...

INDUSTRIAL UNIONISM THE ONLY HOPE.

Universal evils, afflicting all railway workers alike, although many may not see it today, can only be eradicated by a universal movement and by the most advanced methods.

The Industrial Workers of the World proposes a form and system of organization, which you cannot help but be in accord with. It is the purpose of the Industrial Workers of the World to unite and organize the entire working class throughout all industries into one unquerable union, recognizing "An Injury to One as an Injury to All."

A local industrial union of railway workers will embrace every worker in the railway service, in a given system or in a given locality; such an industrial union will be branched out in a large locality, so that the members of that branch unions can handle internal affairs affecting only the members of that particular branch...

All workers in the railway service would be governed in their relations to each other by the uniform rules and constitution of such a National Industrial Union of Railway Workers, and by being connected with the "Department of Transportation," all workers in that industry would be able to act in concert in case of any conflict with the corporations.

Thus it can be seen that, when each branch may have its own meetings, the bringing together of all the employees in one Industrial Union creates a solidarity and sense of connection between all the workers that effectually blocks the old scheme of the bosses of playing one set of workers against another, and dividing them in powerless and insignificant groups.

WHAT YOU MUST ORGANIZE FOR.

The Industrial Workers of the World prove that all relations between employers of labor and workers are regulated by the economic might of either side in the irremissible class conflict which they organize accordingly. Economic power, as exercised by a compact Industrial Union of the working class, will finally enforce the rule that the producer should be the sole enjoyer of the wealth created.

The Industrial Workers of the World aims to organize the Railway Workers, and in fact the entire working class, for the purpose of making the capitalists "quit" their jobs. When a strong, compact working class organization, by which the workers intend to get all that they alone produce, confronts the exploiters of labor, they will, for fear of being compelled to the worst features of economic discontent by amploting the organization of workers, when its very existence will not suffice to show its economic might, is compelled to bring an industry to a standstill, or all industries if necessary, there will no longer be the scabbing of workers upon workers.

Finally, when might will give the workers the right, they will undertake the administration of all industries through their industrial organization: the union of railway workers will, through its selected representatives, carry on the management as well as the operation of railway service; no longer will a capitalist or a shareholder stand between the workman and his product, and enjoying the full product of its toil, the working class will be economically free, and truly masters of the earth.

Railway workers, organize now; care not what your employers and their agents say; investigate and study the principles of this organization. You may object because the matter of "Insurance Benefits" is not given proper consideration in this brief address, but if you write to the undersigned, you will be given enlightenment on this subject also; and on any other point upon which you may not be clear.

VINCENT ST. JOHN, Gen'l Organizer I. W. W. WM. E. TRAUTMANN, Gen'l Secy-Treas. I. W. W.

INDUSTRIAL UNIONISM

(Concluded from page 3)

from the domain outside of the factory doors to the place of employment, within that boundary line called private property. This tendency manifests itself stronger with every passing day; we can observe for instance, that workers in big institutions remain at their machines they usually tend, and while all wheels turn in usual speed, the hands that made their revolutions profitable, refuse to function: not one but all in concert, when they have grievances and endeavor thus to have them adjusted.

It is evident that these tendencies are only the result of the changes in the industrial situation, the workers realize that it is well-nigh impossible to wage a successful warfare against concentrated capitalist institutions, in which they are defeated piece-meal at every venture. These tendencies will ultimately lead to the last test of strength between the two classes.

THE LAST LOCKOUT.

It will be by the might by which in the last instance the question of right will be decided. It will be the might of the organized proletariat that will determine whether the producers shall have the right of full enjoyment of the proceeds of their labor. That might, property and ingeniously directed, will not exercise itself in bloody skirmishes upon the streets and barricades; not in conspiracies and diplomatic parleys; it will line up in battle array with the dominating class of today in the places where wealth is produced and workers are exploited, in the factories, mills and mines and upon the land. The improved methods

Financial Statement FOR JANUARY

The following is a Statement of Receipts and Expenditures at the General Headquarters for the month of January, 1908. Any errors found herein should be reported to this office.

(Concluded from last week.)

RECEIPTS FOR JANUARY.

Table listing receipts for January from various industrial unions and individuals, including Pittsburgh Industrial Union, Toronto Industrial Union, and others.

Voluntary Contributions

Table listing voluntary contributions from individuals like Emil Boelke, Joe Knell, and others.

Tomorrow night, March 8, the New Idea Dramatic Company (Italian) will present a three-act play, written by L. Camitta, at North Side Turner Hall, North Clark street, to be followed by a grand ball. The proceeds are to be devoted to the new Italian Socialist paper, "La Propaganda."

Table listing receipts for book and literature, including Denver Industrial Union, Tacoma Industrial Union, and others.

Table listing receipts for book and literature, including Minneapolis Industrial Union, St. Paul Industrial Union, and others.

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GRAND CONCERT By Members of the METROPOLITAN OPERA HOUSE ORCHESTRA LEO SCHULZ, Conductor UNDER THE AUSPICES OF THE Socialist Labor Party FOR THE DAILY PEOPLE AT Grand Central Palace Lexington Ave., Bet. 43d and 44th Sts. ON Sunday, March 15th, 1908 At 3 P. M. EMINENT ARTISTS WILL ASSIST TICKETS (Admission) 25 Cts. HAT CHECK 10c Cinematograph Exhibition to follow Concert. Ball at 8 P. M.

Industrial Workers of the World GENERAL EXECUTIVE BOARD F. W. Heslewood, Greenwood, B.C. T. J. Cole, Paterson, N. J. Rudolf Kat., Paterson, N. J. B. H. Williams, Eureka, Cal. Wm. Yates, New Bedford, Mass. Wm. E. Trautmann, Gen. Sec'y-Treas. Vincent St. John, Ass't Gen. & Gen. Org. GENERAL HEADQUARTERS 212 BUSH TEMPLE, CHICAGO

Industrial Union HANDBOOK Gives an outline of the Structure of Industrial Unionism and Analysis of the Preamble. Very useful in arriving at an understanding of the form of organization of the Industrial Workers of the World. Price, postpaid, 10 cts. Special rates on large orders.

Order for Subscription Cards Wm. E. TRAUTMANN, G. S. T. Industrial Workers of the World: I am interested in extending the circulation of The Industrial Union Bulletin and wish you would send me Subscription Cards as follows: Cards for One Year..... 1.00 Cards for Six Months..... .50 I agree to sell the cards at 50 cents and 25 cents each, and forward to you all money received at least once a month. Name..... Street No..... Postoffice..... State..... Member of Local..... I. W. W. The Cards are not put up in sale of The Daily People, Inc., but must be ordered accordingly.

To know what Industrial Unionism is you must read what is said about it by its friends; and what it says for itself; only in that way can its present aims and ultimate purposes be understood. The following are recommended to workmen who desire to learn what Industrial Unionism is: Handbook of Industrial Unionism, 5c Constitution of the I. W. W., 5c Report of Secretary Trautmann, 5c "Industrial Unionism," pamphlet, 5c "Barring Question of Trade Unions," by A. B. Wiser, 5c "Address on I. W. W. Preamble," by A. B. Wiser, 5c Sent to any address, postpaid, for 25c Wm. E. TRAUTMANN 212 BUSH TEMPLE CHICAGO - ILLINOIS