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I. W. Ws. Plan Wreck Of Railroad Unions

By W. Z. Foster.

Railroad unions, beware! Eighteen months ago organized labor was shocked at the destruction of the famous Butte Miners' Union by the I. W. W. And unless it takes prompt defensive measures it will soon be shocked again at a similar exploit—this time on a much larger scale. The I. W. W. have now slated the railroad unions to go.

For several months past the I. W. W., through its local organ, the International Socialist Review, have been carrying on an intense agitation among the railroad unions. Whether this bodes good for these unions may be judged from the following gems authoritatively expressing the I. W. W. attitude toward the entire trade union movement, for when the I. W. W. speak of the American Federation of Labor in a general sense they include the brotherhoods and the other independent organizations:

"The 22,000 local unions in the American Federation of Labor are 22,000 auxiliaries of the capitalist class."—Wm. D. Haywood, general secretary-treasurer, I. W. W.

"When it comes to herding scabs, the American Federation of Labor has farley beaten 1,000 ways."—J. P. Thompson, general organizer, I. W. W.

"The I. W. W. denies that the craft union movement is a labor movement. We deny that it can or will become a labor movement."—V. St. John, ex-general secretary-treasurer, I. W. W.

"It is the duty of all revolutionists to employ all their energies to destroy the American Federation of Labor, because while it lives there can be no betterment or progress made by the working class."—J. J. Ector, general organizer, I. W. W.

There, in a nutshell, stated by their authoritative leaders, is the attitude of the I. W. W. toward the trade unions. They are scab-herding capitalist auxiliaries, which are not now, and never can become labor unions, and which must be wiped out before the wonder-working one big union can come into existence.

A Premeditated Slaughter.

The International Socialist Review agitation among railroad men, now going on, is in logical pursuance of this program. It is the first phase of an attempt to disrupt the railroad unions and to build the I. W. W. on their ruins. The way the plan is to be worked is this:

The International Socialist Review will continue its present campaign of unbridled criticism of railroad union officials, parading of revolutionary formulas, hinting at the magic power of an approaching one big union, etc. Thus a following among the radicals and other discontented elements will be built up. Everything will be done to make these malcontents expect the impossible from their unions, and become sore if they don't get it. Dissension will be skillfully bred and carefully nurtured. And then finally, when some crisis occurs in the unions (and even the ideal I. W. W. has had lots of such) this sullen discontent will be crystallized into open revolt. Just at the time solidarity is most essential, the great champions of solidarity will be the skilled organizers of dissension. A call will be issued to organize the one big union of railroads, and the workers stampeded out of the old unions and into the new.

This was essentially the method used to destroy the Butte Miners' Union. The difference is that this time it is more deliberately and carefully planned.

Forewarned Is Forearmed.

That the situation is pregnant with danger no one can deny. The four brotherhoods have launched their great nation-wide move for the eight-hour day. In case of a strike they will be met by the utmost resistance from the United States government and the gigantic railroad corporations. The completest possible solidarity will be necessary for victory over these forces. And in the face of this imperative need here is the I. W. W., possessed of disruptive power, to whose potency Butte eloquently testifies, busily worming themselves into power in these unions so as to be able to strike hard when the opportune time arrives. It's a situation that may well alarm even the most optimistic.

And the opportunity the I. W. W. are seeking may soon arrive. The rank and file of the brotherhoods are profoundly dissatisfied at their defeats by arbitration. Nothing but a great victory will satisfy them. If the eight-hour movement falls short of this, discontent will run high. This will be the strategic time for the International Socialist Review to make the coup d'etat it is now preparing. It will fan this discontent into open revolt, and then launch another ill-starred duel union of railroads. This eventuality might cause anything. The worst would be a repetition of Butte; the best, another jurisdictional war in the railroad industry. In any case it would be disastrous.

Publicity the Antidote.

In this matter the railroad unions can't afford to take a chance. The whole scheme must be nipped in the bud. Publicity alone can do this. The railroad journals should expose it mercilessly to the rank and file and show them what to expect from the International Socialist Review agitation. Then the planned "coup d'etat" will become impossible.

Nay, more, the whole labor press should turn the searchlight of publicity on the affair. The thought that the International Socialist Review is carrying on a disruptive campaign among railroad men at this time, when solidarity is so critically necessary for them, should arouse such a roar of protest that this paper will be forced to quit its meddling in railroad union affairs until it can

show a clear bill of health—until it can prove that it is seeking to build up these unions, and not merely watching for an opportunity to destroy them.

Since the International Socialist Review refuses to learn from observation, it is necessary that the labor press take its education more directly in hand. It must be taught that 20 years' experience has proved its be-whiskered dual union utopia to be impossible of realization, and productive only of disruption and disorganization; that the trade unions are the logical natural organizations of the workers; the ever expanding result of 40 years' evolution; that they have cost the workers millions of dollars and years of labor to build up; that they are absolutely indispensable to the working class, and finally, that organized labor won't sit idly by while a bunch of stubborn theorists recklessly knife them in the interest of an empty dream.

Will the labor press scotch this latest attack on the trade union while there is yet time, or will it stand dumbly by, let it be perpetrated, and then whine over the havoc wrought?

In the November 6th issue of the Oregon Labor Press is printed in full "The People's Land and Loan Amendment to the Constitution of Oregon," the adoption of which would restore public ownership of land rent and abolish land speculation and give to all who wish to work for a home the help of the state in the form of loans on labor improvements on the land. This plan to overcome the evils and hardships of unemployment was drafted by a committee appointed by the Central Labor Council of Portland, with the idea of placing a ban on charity in any form as the savior of the jobless man, and substituting therefor this practical solution of a problem that has occupied the attention of practically every state in the union for many years. To read this amendment is to sanction its practical and apparently lawful regulation of a most aggravating and lamentable condition in the industrial world.—Minnesota Labor Union Advocate, Minneapolis.

UNDER RESTRAINT.

Mike Murphy, a contractor, became rich and tony, and got a handsome automobile. Mrs. Murphy invited Mrs. Clancy for a ride in it. "Whatever you do, Mrs. Clancy, don't talk to the shofter at all, not a word or whisper to him, for it takes his mind off what he is doing."

So they started out at a rapid clip. The chauffeur went zip round the corner and whizz round another corner; sometimes the car would be on two wheels. Finally Mrs. Clancy touched the chauffeur on the back and said:

"Mr. Shofter, I beg your pardon, I was told not to speak to you at all, but let me tell you that Mrs. Murphy hasn't been in the car for the last ten minutes."

BERGMANN SHOES WIN GOLD MEDAL.

The Theo. Bergmann Shoe Mfg. Company, 621 Thurman St., Portland, Ore., in competition with other shoe manufacturers from all over the United States were awarded with a Gold Medal at the Panama-Pacific Exposition, San Francisco, Cal., for the best Logger, Cruiser, Miner and Sporting Boots and Men's and Boys Comfort Dress Shoes. Mr. Bergmann's shoes won many praises for the quality and workmanship and the medal was given by a unanimous vote by the committee of awards.

The factory was established in Portland in 1904, starting with a small capital and employing but a few men. The Bergmann shoe now has a national wide reputation and fifty men are employed at the plant.

Mr. Theo. Bergmann, the president and manager of the company has been caused considerable annoyance by the circulation of false reports that he had sold his interests to other parties.—Paid Adv.

WILSON'S AUCTION HOUSE.

Wilson's Auction House is one of the old-established places of business, through which hundreds of thousands of dollars worth of household goods and merchandise have passed. J. T. Wilson, the proprietor, has built up a large and flourishing trade by strict attention to business, and by maintaining a high standard of business integrity. He has also taken an active interest in public affairs.

If you have furniture and wish to dispose of it to the best advantage, go to Wilson's Auction House. If you need furniture and want to buy to good advantage, go to the same place. Mr. Wilson buys and sells household furniture and bankrupt stocks, and is a remarkably successful auctioneer. Not only does he profit by his years of experience, but his patrons are also greatly benefited thereby. His business ability and his friendly attitude toward labor are ample reasons for calling on him when the services of an expert auctioneer are required. His office and rooms are at 160-168 First street; telephones, Main 1625 or A 4243. His residence telephone is Tabor 1781.—Paid Adv.



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