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SOLIDARITY

EMANCIPATION

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EFFICIENCY AND THE STREET CAR WORKERS OF PHILADELPHIA

By ELIZABETH GURLEY FLYNN

I recently spent eleven days in Philadelphia speaking under the auspices of Local 57, principally around the car barns. Two meetings were for Local 3, Marine Transport Workers, some of whose very inspiring achievements I will outline for you separately. For the present, the disastrous history of the street car men may furnish your readers with some interesting facts and figures on efficiency and co-operation, the most recent panacea for industrial discontent.

That Philadelphia has been the scene of violent street car strikes will be readily recalled. In 1909 the men effected a complete tie-up and maintained the right to organize. A union of 6,000, practically all the men on the cars, was rapidly formed. But in 1910 they were locked out. The company had been caught unawares the year before but were now prepared. The men gained nothing, in spite of an abortive general strike joined by 150,000. Unions with contracts refused to violate them and the power-house men continued to furnish power for scabs, in return for a substantial increase. But the betrayed carmen secretly held together, in the hope of fighting another day.

Then came the climax of treachery! In 1911 Thomas Mitten was elected general manager of the lines. As efficiency expert, far more so than his predecessors, he immediately arranged to confer with a union committee, upon his return from a trip to Chicago. But while there he met W. D. Mahon, president of the Amalgamated Association of Street and Electric R. R. Employes. Negotiations with the local committee were abruptly terminated and a deal arranged with Mahon, whereby he ordered the men to remain at work under existing conditions, "until I arrive Dec. 6 to take up the matter in person."

Mahon came, objected to the make-up of the local committee, who were sustained by a referendum vote, whereupon he suspended the entire Local 477. MR. MITTEN HAS NEVER HAD TO MEET A UNION COMMITTEE SINCE.

I am not acquainted with the personnel of the local committee, but it is evident that men elected by the local must have been judged more competent to discuss their grievances than high-salaried officials from Detroit, and there is no possible justification for one man's deliberately suspending 3,000. The street car workers of Phila., who made a two year fight for better conditions, have a right to demand of Mr. Mahon, "WHAT WAS THE PERSONAL AGREEMENT YOU MADE WITH MITTEN? HOW MUCH DID IT COST THE P. R. T. TO SMASH OUR UNION?"

The I. W. W. points out that the fault lies not so much with the official, as with the form of union that permits such unlimited powers; the remedy lies not in recourse to conventions dominated by this same officialdom, but in the organization of a democratic union where the paid officials are servants of the workers; where every initiative is curbed by the referendum; where negotiations with the employers are made by a working committee only; where no stringent contract binds your hands through lengthy periods of industrial change, greater profits and an ascending cost of living; and where every employe, in the power-houses, in the repair gangs and the wiremen are organized with the carmen, expected to strike with them and branded as scabs on their refusal.

Today they are virtually without organization though surfeited with substitutes. They are easy prey to every ingenious, time-saving and money-saving device born in the fertile brain of Mr. Mitten, the spiritual brother of Henry Ford, of Detroit. It is advisable for every street car worker who believes increased efficiency will produce in-

(Continued On Page Four)

STREET CARMEN, NOTICE!

What The I. W. W. Has Accomplished On Philadelphia's Water Front.

1. Local 3, Marine Transport Workers, I. W. W., organized one year.
2. Longshoremen's branch has 2,000 members, one-half of all on water front.
3. Controls all jobs of two biggest stevedores, Meyle and Taylor.
4. Had strike in July, over in 18 hours, compelled Meyle to discharge non-union gangs.
5. Maintains job control, every man wears button to work.
6. Has wage scale one-fourth to one-third higher than non-union jobs.
7. I. W. W. SCALE IS 30 CENTS AN HOUR, STRAIGHT TIME; 45 CENTS FOR OVERTIME; 60 CENTS AN HOUR SUNDAYS AND HOLIDAYS.
8. Non-union scale is: Merchants and Miners Line, 20 cents an hour; Clyde Line, 22½ cents an hour. Stevedore Shall, employs only big gang not union, pays 30 cents an hour straight, 40 cents an hour over time, 50 cents Sundays.
9. Union growing constantly; dues 50 cents a month; initiation $1.00.

What will they be able to get when they are 100 per cent instead of 50 per cent.

WHAT COULD 5,000 STREET CAR MEN DO, SIMILARLY ORGANIZED?

The Longshoremen's minimum is your maximum wage, Street Carmen.

They are proud of their union; you are afraid to say you're a union man.

They are richer, more powerful, more independent every day; you are poorer, more servile, more helpless.

Take their lesson to heart.
Organize your might!
Organize right!
Join the I. W. W.!

ELIZABETH GURLEY FLYNN.

NEW TACTICS IN STOCKTON LABOR WAR

The condition of labor in Stockton, Calif., to be well understood must be looked at from three different viewpoints, that of the M. M. & E., the public and the labor unions. On one side is the M. M. & E., powerful arrogant and autocratic, without a thought but for their own interest, which means without comment, long hours, small pay, and rotten working conditions, and everything that tends to degrade labor.

On the other side are the different unions, separated into their respective crafts, fighting as best they know how to uphold their unions, and incidentally to show the people that they can fight when aroused.

Until a short time ago the rank and file have used passive resistance according to the traditions of the A. F. of L.; but lately they have broken down the hedge of official restraint, and have entered the fight on the proper lines according to the I. W. W.

Early last week a bunch of men went to Totten & Brandt's planing mill and used direct action on Brandt and several scabs who were employed in the mill. Chairs and other articles of furniture were used to such good purpose that several of the scabs decided that their presence was needed in more peaceful cities. Other cases too numerous to mention are being reported every day. Of course these tactics are very distasteful to the bosses, but the unions are waking up to what sabotage and direct action will do.

The bosses are becoming desperate, and are using every foul means to discredit the unions in the eyes of the public, but the people are waking up to the reasons for present conditions, and the stand taken by the rank and file of the unions. The continual agitation carried on by the I. W. W. has been an important factor in this awakening, and the scabs are carrying guns to protect themselves.

There are at the present time about 37 members of the I. W. W. locked out in this city, and that can mean only one thing, viz.: sabotage and direct action.

A good example of how they feel toward the M. M. & E. is shown here. A certain contractor went to the stronghold of the M. M. & E. and asked to have his name removed from their list, and when refused he saboted on the secretary of the above-mentioned organization to such good purpose that the latter was unable to perform his duties for two or three days.

In a desperate effort to stop any further work of this kind the bosses have offered a standing reward of from $10 to $100 for the arrest and conviction of anyone using direct action on any of its members or employees. The bosses can call on their hired thugs, gunmen, and uniformed police to beat up union men when they demand decent conditions, and the unions have decided to meet them on their own grounds, club for club, and blow for blow, and big business knows that as long as these conditions are allowed to continue they are powerless before a united working class. All that is needed to win a decisive victory for labor is SOLIDARITY, and the workers are realizing this more and more.

The M. M. & E. would have the public believe that they have the situation well in hand, but the truth of the matter is they are right now on the verge of retreat.

Keep the good work going, boys, and never say enough until the M. M. & E. beg for mercy as only a craven can do. Direct action, sabotage, solidarity, and faith in your ability to wage a winning fight for industrial and economic freedom, and control of the job—that is all that is required to win one of the most decisive battles ever fought for labor in sunny California.

Have no fears for the outcome of this battle. Victory is certain if you fight on these lines, and there aren't M. M. & E.'s enough to defeat a united working class.

LABOR EXPECTS EVERY MAN TO DO HIS DUTY.

SOLIDARITY MEANS VICTORY.

R. CONNELLAN,
Sec'y 75, I. W. W.

WHY NOT COLONIZE DETROIT FOR I. W. W.?

(Special to Solidarity)
Detroit, Mich., August 16.

"Touring America enforced by war will be a big thing." "Paige expert agent feels optimistic." "War clouds help makers of autos." "Studebaker finds wheat prospects boost orders for autos." "Mitchel Company gets Russian auto order."

Above are headlines of items in the Free Press automobile section of August 16, along with the announcement of Ford's intention to produce 300,000 cars the coming season, as well as the practical completion of Dodge Bros. new plant of eighteen and three-fourths acres floor space for the manufacture of their new car. With these in evidence, Detroit ought to enjoy a pretty busy period for the coming year, of which the I. W. W. boys should take advantage.

Colonization has played a prominent and practical part in history; why not take advantage of it in industrial warfare?

Fellow workers, in the past you have been appealed to to go to jail in free speech fights and send money for the defense. Let's change tactics for a tryout. I appeal to all who can qualify to come to the penitentiaries of Detroit where there is a great opportunity to promote industrial solidarity and gain in NUMERICAL STRENGTH and not alone in influence that just floats in the air, so to speak.

The local here has had its ups and downs, brought about mainly by busy and slack seasons. We have done our share in I. W. W. struggles, and never called for outside help either for our strikes or our free speech fight. Now I suggest to all foot-loose, agitate-on-the-job members to come to Detroit and go to work here. First of all, help to secure readers for our press and literature; second, to enlist members, and third, to educate them into manly, spirited fighting UNITS of our organization.

Good mechanics as well as men handy with tools can find work here. The pay is as good as in any other place. If you are a specialist in any line, apply by letter to Ford Motor Car Co. or Dodge Bros. for a job, and await a definite answer before coming.

Let's make it a try if we can't get a bunch of I. W. W. men into this town's shops. We have a new hall; the co-operation of earnest men and a determination to get the goods.

Those who care to consider this proposition, write to the general secretary, St. John, who will forward mail to me.

"IGNATZ."

FIGHTERS WANTED IN ST. LOUIS

(Special to Solidarity)
St. Louis, Mo., Aug. 15.

Local 84's meetings are now being broken up every night by a bunch of sluggers. Since the shooting of an official of the Terminal R. R. Co. six weeks ago by a crack-brained fool, and the arrest of seven of our members who were released, our meetings have been treated with showers of rotten eggs, the audiences being smeared with eggs galore.

Seeing that eggs were not strong enough to drive out the I. W. W., they have resorted to slugging. Fellow Worker Robertson was the first victim. Thugs hounded Fellow Worker Reitman on Saturday night, and to the number of 30 assaulted Fellow Worker K. M. Baily, knocking him down with brass knuckles, cutting open his cheek. The leader of the slugging gang informed Dittrich he was next to be beaten up.

There is a bad fight on, and all I. W. W. men who are fighters should come to St. Louis to help put it on the map of the One Big Union.

AUG. DITTRICH,
Sec'y Local 84.

YUBA COUNTY UNABLE TO SECURE SHERIFFS DEPUTIES

(Special to Solidarity)
Sacramento, Calif., Aug. 13.

Word comes from Marysville that out of a dozen men to whom Sheriff Meek has offered appointments as deputy sheriffs in the Wheatland hop fields, only one appeared.

The authorities of Yuba county have once more been completely outgeneraled, and the wobbly pickets are in occupation of an outpost right in the heart of Wheatland. Officialdom is scared to death, and doesn't know what to do. We should worry. It is up to them. The capitalist press now admits that many hop pickers are departing from Wheatland, after only two days work.

UNLESS FORD AND SUHR ARE FREE, the pickets will follow the hop crop as it successively ripens from Wheatland onwards. Let the gun men and the militia save the crop. 'LET THEM PICK IT, ALSO.

To carry this on to a successful issue, needs money. ABOVE ALL IT NEEDS MEN! WHICH CAN YOU SUPPLY?

The men who will come around afterwards, and talk about "their share," etc., are useless at this time.

THE MEN ON THE JOB NOW ARE THE MEN THAT COUNT. If you can't come, send all the financial aid you can. A camp is established for the men at the front. That camp must be provisioned. Rush all financial assistance to Don. D. Scott, Box 1087, Sacramento, Calif.

HOP PICKERS DEFENSE COMMITTEE.

Scabs Protected By U. S. Troops

(By United News Writers)

Trinidad, Colo., Aug. 15.—"No more picketing at the railroad stations" is the order of Colonel Lockett to the troopers under his command in the strike zone. Armed cavalrymen now meet every train and drive off the union miners that attempt to warn incoming strangers that there is a strike on in the coal camps. But the scab-herders, detectives and company men are more plentiful than ever around the stations, meeting every train to escort the "greenies," who have been told by agents in Eastern cities that the strike is off, to places of safety.

The striking miners have at last come to the conclusion that the biggest strike-breaking agency of all is now on the job for the coal operators and that its chief is Colonel Lockett of the United States Army.

Never in the history of strikes in Colorado were scabs so well protected as now. Under the militia there was war and scabs did not like to enter the zone of bullets, but now there is a deadly peace in which the union miners are slowly being strangled to death by the Federal soldiers.

A resolution just passed by a miners' local near Trinidad shows that the last straw has been placed on the workers' patient back and that now all eyes are opened to the fact that Uncle Sam's gunmen are as deadly to wage workers as the Baldwin-Felts professional mankillers.

The eye opening resolution reads as follows:

Resolutions Unanimously Adopted by La Veta Local Union No. 3038 of the United Mine Workers of America.

Whereas, On or about April 30th, 1914, the federal troops arrived in the strike district. On May 11th, 1914, a proclamation was issued by them forbidding the importation of workmen in the strike district to take the places of the striking miners. Since that time large numbers of non-union men have come in the district and have been given work in the mines, this with the knowledge and sanction of the federal authorities, filling the mines, now operating to capacity.

We believe except for the presence of the troops that non-union workmen would refrain from invading the district, and that ere this, the coal companies would have considered a settlement. We have for many years suffered from abuses and grievous wrongs without any redress, because of the corrupting influence of the coal operators, politically. That all of the things at which we complained, have been righted by said coal operators in the mines now operating, for the benefit of these non-union workmen, denying us the benefit of any such changes. We had great confidence in the integrity, wisdom and ability of their presence to adjust our difficulties and without question delivered to them our only means of defense and placed ourselves helpless in their charge. We believe that we were in a position to defend our rights and effect a settlement of our wrongs before the army was brought here to assist the operators in their career of lawlessness, and deprive us of our only resources—our labor—and we believe with the immortal Lincoln, "Labor is prior to and independent of capital. Capital is but the fruit of labor, and could never have existed had labor not first existed. Labor is superior to capital, and deserved much the higher consideration."

Resolved, That we concur in the foregoing, and that a copy of this resolution be sent to the president of the United States for his respectful consideration.

STERGH MAVRODIS,
ETTORE BIAME,
Committee.

Attest: J. J. PICKENS,
J. J. PICKENS,
Secretary.

WHEATLAND OFFICIALS HAVE AGAIN STARTED TROUBLE

First, they attempted to stop the organization's occupying headquarters that are rented and paid for. Last night (August 13) they arrested Fellow Worker Mortimer Downing, returning to Wheatland from Sacramento. They are holding him on a trumped-up charge. This morning (August 14) they arrested Fellow Worker Lambert, for objecting to their high-handed extra-legal methods.

In spite of it all, wobblies on the hop-fields are getting the pickers to quit in increasing numbers. This is causing the hop barons and their minions to lose their temper. Momentarily we expect to hear of more arrests on the firing line. But it is our proud boast that:

"AS FAST AS THEY CAN PINCH US, WE CAN ALWAYS GET SOME MORE."

It is now up to the membership to make that boast good. Rush to the front all aid in men and money. Do not delay.

HOP PICKERS DEFENSE COMMITTEE.

GENERAL STRIKE OF ALL HOP PICKERS

DO-NOT-PICK-ANY-HOPS AND FORD AND SUHR WILL BE FREE.

SOLIDARITY

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B. H. WILLIAMS . . . . . Managing Editor

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General Headquarters—Room 307—164 W. Washington Street, Chicago, Ill.

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The Attitude Of The Socialists

Some interesting information is now leaking through the battle-lines of the European nations. It pertains to the attitude of the Socialists in the different countries at war with one another. Especially interesting is a statement from the Berlin staff correspondent of the United Press, whose first letter since the war started, appeared in the American evening papers on Monday. He denied in toto all reports of anti-war demonstrations in Berlin since war was declared, and also all alleged opposition to war on the part of German Socialists. He declares there is no foundation for the "cruel story" that 100 Socialist deputies of the German Reichstag were shot for opposing the war. He brands as false the story that Karl Liebknecht and Rosa Luxemberg were executed, saying that "Liebknecht is fighting for the fatherland," and that "not a single Socialist has been shot or injured." According to him, all Socialist opposition vanished as soon as the actual war danger faced the fatherland. On the other hand, reports from Russia continue to assert that the Czar has "14,000 spies in the Russian army to watch the Socialists," and that Nicholas has felt constrained to promise "home rule" to Poland in return for the Poles' loyalty to Russia. English and French labor papers that have arrived here since the conflict started, are bitter in their opposition to war. The following from the Detroit Journal will prove interesting in this connection:

"The English have heard an appeal from the Socialist, H. G. Wells, to forget their differences and join the 'righteous war against German aggression.' The New Yorker Volkszeitung voices the sentiment of the German Socialists in quoting the powerful Bebel: 'The cause of the proletariat is international. But in time of war the workers of a nation will support the cause of that nation.' These words from English and German wings of the international Socialist movement prove the confident words of Roosevelt: 'We shall always have patriotism just as we shall always have family loyalty.' As the power of the people develops war becomes less and less probable. The king of Italy declines to join the war because his people do not wish it. But if Italy or Germany or any other land is actually faced by the armed troops of a hostile nation, internationalism ceases and patriotism renews its first youth. The English will echo Wells' words of a common cause, and German conservatives will remember Kaiser Wilhelm's rebuke to them: 'My Socialists,' said William II, 'my Socialists are not as they are painted.'"

The Detroit Journal "rubs it in" along this line, with a couple of squibs, as follows:

"'Yours for the Revolution,' the European Reds signed themselves, and then sheep-like obeyed the order to slaughter each other in the trenches. The fool-killer is abroad."

And again: "The proletariat fights well. It is difficult to say which are the better fighters for the king, the German Socialists or the Belgian. Consistency hasn't made a coward of the Reds."

All of which is indeed very interesting and instructive! It confirms Solidarity's conclusions last week regarding the want of sufficient international solidarity to make an impression on the European rulers' war plans. But if the above-related facts are true, they go farther in their indictment of the social democracy of Europe, than we had hitherto thought possible. Time and again, when I. W. W. agitators pointed out the futility of "pure and simple political Socialism" as a revolutionary force, we were told to look to Germany, "where one million dues-paying Socialists and three million Socialist votes menace the rule of the Kaiser, and stand in the way of all war-plans of European monarchs and capitalists." We were at times almost half convinced there might be something to it. But the progress of the war so far tends to shatter all hope, and to reveal "political Socialism" and craft unionism in all their impotency. We wonder if the "human slaughter-house" horrors on the European national frontiers will cause that revelation also to dawn upon the minds of the Socialist "comrades" facing each other's machine guns in the trenches?

Strange, isn't it, that the fiction of "country" or "fatherland" should be so deeply engraved on the brain of the slaves! How much of that "fair territory" which they are willing to die to preserve intact, do the millions of German workers possess? What real difference does it make to French slaves whether Alsace comes back to France or remains a part of Germany? What appeal to "patriotism" could possibly influence the worn-out and half-starved factory workers of England to cross the Channel and help slaughter their fellow workers? And scores of thousands of these deluded slaves are Socialists, too—"international comrades"!

And yet there is really nothing strange about it! Apart from the capitalist education of the slaves in "patriotism," which begins in childhood, there is much in "political Socialist" propaganda that tends to confirm that patriotism. "The State must be captured," cry the Socialists. Interest in "the state" grows among the workers. Respect for the functions of "the state," and a desire to extend those functions to all social activities becomes the dominant tone of Socialist propaganda. Thus the TERRITORIAL aspect of "the state" becomes dominant in the minds of the rank and file; its CLASS aspect is more or less obscured in the clamor for territorial representation in legislative and executive bodies. "All honest citizens," regardless of class distinctions are invited to "join the movement of humanity," on "state" lines. Thus the Socialist political party becomes an unconscious aid in upholding the political traditions which stand in the pathway of international solidarity, and which general Socialist propaganda has been trying for years to shatter. "Political socialism" is a bulwark of nationalism.

The Social Revolution ignores "the state"; proposes, in fact to wipe it out of existence, traditions and all. The Social Revolution looks to the SHOP only—the INDUSTRY, and the co-ordination of industries—which defies arbitrary boundary lines, and recognizes only the topography of Nature. In the "shop-conception" of social revolutionists, there is no "state," no "nation"—only WORKERS, bound together by common interests in opposition to those of their masters, the owners of the shop. The "capture of the shop" for the workers, does not mean the capture of any circumscribed territory. IT MEANS THE CAPTURE OF THE WORLD AND ALL IN IT FOR THE WORKING CLASS. On that basis only—the basis of REVOLUTIONARY INDUSTRIAL UNIONISM—can international working class solidarity be established on a scale sufficient not only to stop wars, but to put an end to capitalism itself. Let the I. W. W. in America improve its opportunity!

Constructive Program Of The I. W. W.

"Surveying The Field"

In previous articles under the above general title, Solidarity has endeavored to outline the structure of the Industrial Workers of the World, to define the relations of the various groups to one another, and to suggest a division of labor between the work of propaganda and organization. In pursuing the subject farther, we wish again to call attention to a serious defect in our methods of organization, which has and is still resulting in much waste of time, money and energy. We refer to the want of information regarding any particular field where the work of organization is proceeding or is contemplated. In the first two years of I. W. W. existence, especially, several thousand dollars were unintentionally "thrown away" in wild-goose chases of organizers into supposedly fertile fields. Since then more conservatism has prevailed, in financial matters, without, however, removing the defect above referred to. We are still pursuing spasmodic and chaotic methods in organization work.

What is needed is summed up in the sub-heading of this article: WE NEED TO "SURVEY THE FIELD." An illustration will help to make our meaning clear. Take, for instance, the AGRICULTURAL INDUSTRY. For several years, small groups of I. W. W. members have been making more or less abortive attempts to gain concessions from grain, fruit, vegetable and hop growers. A bunch of I. W. W. men start out at the beginning of the season, from some distributing center like Kansas City, Minneapolis, San Francisco, or Los Angeles. Possessing, as a rule, very little detailed knowledge of the localities or industries they are invading, and as a consequence, being unable to agree on a concerted plan of action, the organization efforts of these men are usually of little moment. The season ends with little or no progress in organization; and the following season sees a repetition of the same performance. We do not wish, of course, to deny that much propaganda of I. W. W. principles and tactics results from these excursions into the field of the agricultural industry. But much more than that could be achieved, as we hope to indicate in a general way.

As a first step toward "surveying the field," a central bureau for collecting information should be established, whether at General Headquarters, or in some more centrally-located city, touching the movements of the agricultural slaves. A general survey of the industry should first be made. Maps should be procured, locating the grain areas, fruit and berry districts, garden patches, hop fields, cotton fields, etc., and the seasons when harvesting begins. Facts should be gathered and classified regarding the number of outside workers required usually to harvest these crops; wages previously paid; hours of labor prevailing, etc. The survey should be made more intensive, by classifying the farmers according to the size of their holdings; the extent of tenantry, and other related facts. "Everything pertaining to the agricultural industry," should be the aim of those in charge of this information bureau.

The expense need not be great, to start with. It might involve paying the salary of a competent secretary, whose work might require some traveling, to gain first-hand information. But most of the information of a specific character would be obtainable from migratory workers, who on going to the various jobs, would be instructed to report to the secretary any and all facts gathered in their travels. In this way, and by various methods that could easily be devised, a mass of facts about the agricultural industry could be obtained, that would be of inestimable value in the work of agitation and organization. No longer would I. W. W. groups need to go out blindly into the field. They would know where they were going and what they would find when they got there. They could concentrate on the more important or promising sections, for the time being; that is, mobilize their forces at will, and place them where their attack upon the enemy would be most effective. They could develop organizers and camp delegates, thus recruiting members not only for the season, but for permanent membership in the organization. They could disseminate information among the mass of migratory workers, and develop leaflet and other literature for the agricultural industry. A number of such centrally-located "bureaus of information" would also eventually assume the functions of "free employment bureaus," where reliable information regarding jobs and conditions could be obtained by the slaves without cost. The I. W. W. local would thus become the logical gathering-center for migratory workers. The results in revenue from increased membership would soon offset any initial loss in putting the plan into operation. A powerful Industrial Union of Agricultural Workers would soon be no longer a dream only.

A similar plan could be applied to most any other industry—say, for instance, that of railroad construction work. There also is a big field, which if properly surveyed and handled somewhat as outlined above, could be controlled by the I. W. W. The lumber industry affords another opportunity. In fact, a survey of all industries, and their relations to one another, is necessary if we are to really lay the foundation for CONSTRUCTIVE WORKING CLASS ORGANIZATION. The editor of Solidarity hopes the Ninth convention will give this "surveying the field" suggestion a thorough consideration. Delay is dangerous; the time for PRACTICAL BUILDING is at hand.

Neutrality Propaganda

This is one of the greatest opportunities the working class has ever had to war against war. Several nations have declared their neutrality, but that neutrality does not place an embargo on the commissaries of war. The capitalists who have these necessities for sale cannot be curbed by their own government, therefore it is up to the working class to declare its neutrality by refusing to make, build or transport any food, clothing, arms or ammunition intended for war. Our failure to do this will prolong the war, thus making of us a party to the murder of our fellow workers.

The worker is the real man behind the gun. The propaganda should meet with the approval of workers never before interested in the labor movement and draw the support of those who hold that we are robbed by the high cost of living brought on by a marked effort to curtail consumption at home that the capitalist may realize enormous profits abroad.

Surely there would be ample support for the workers who would engage in a strike of this nature.

W. M. WOLFE.

A fellow worker writes from Olathe, Colo., as follows: "Tell all I. W. W.'s going or coming from the coast that there is an eight hour job here in this valley. The W. S. R. S. pays $2.24 a day; 75 cents for board. The potato and fruit harvest has started; it is 10 hours, $2 and board. This is an out of the way place and is the recruiting ground for most of the Colorado state militia. What we need is a few steady I. W. W. workers who are game to stay on the job and educate these young patriotic freaks to fight for themselves and not for John D. Rockefeller. The way to get in is to leave main line D. R. G. at Grand Junction for Montrose, headquarters for W. S. R. S., or leave main line at Salida for Montrose over narrow gauge. It's better to have a little money, for there is desert one way and mountains the other."

Local 174, Oakland, Calif., has established new headquarters at 279 Eighth St. John Brill is the secretary.

South African Reign Of Terror And Some Of Its Lessons

(Special to Solidarity)

Bloemfontein, South Africa

Ramsay Macdonald has been pleased to speak of syndicalists as the worst enemies of labor, and it seems more than a mere co-incidence that his speeches and writings in denunciation of advocates of the general strike have been quoted with approval by the capitalist press and politicians. General Smuts in his speech in defense of martial law laid special emphasis on the fact that Ramsay Macdonald did not regard direct industrial action with a friendly eye.

Now, if advocates of the general strike are the worst enemies of labor, it logically follows that the mine owners of South Africa and their tool, the Botha government, must be the best friends of labor, seeing that their suppression of freedom of speech, freedom of press, right of public assembly, right of combination, and liberty of the individual, was directed against alleged syndicalists. And it must be admitted from a socialist point of view that the mine owners and their tools are in a sense the best friends of labor, although not in the sense in which Ramsay Macdonald would like to be understood.

Whatever differences may exist between the advocates of political action and industrial action, all are agreed that wage slavery is an unmitigated evil; all are agreed that private ownership of the means of life is the primary cause of wage slavery and of class government; all are agreed that the workers have the power at any moment to achieve their economic freedom; and all are agreed that only ignorance prevents the workers from exercising that power.

My contention is that whatever helps to dispel this dreadful ignorance of the workers is something for which we should be thankful; and if a general strike did nothing more than shake the workers out of their age-long lethargy, it would have accomplished more than enough to justify itself. And this is exactly what industrial action can and does bring about, in proof of which we need only mark the attitude of the robber class. Obviously, if industrial action is a bad thing for the workers, it would only be natural to find the bosses encouraging it, confident in the knowledge that it will leave the workers still more at their mercy. But what do we find? We find the bosses, while employing political and literary prostitutes to describe industrial action as futile, are taking steps to fortify themselves against what they KNOW to be a real menace to their economic supremacy.

Consider that case of South Africa!

Trade union officials are arrested without warrant and imprisoned without trial. Their offices and homes are burglarized. They are not allowed to communicate with their friends. Martial law is declared. Strikers are not allowed to picket; nor to congregate in greater numbers than five; nor to publish any strike news; nor to loiter near public buildings; nor to be out of doors after 8 p. m. In Bloemfontein it was even forbidden to leave home for food, and anyone guilty of helping the starving families of strikers without a permit could be court-martialled for treason. Hundreds of families, as for instance at Premier Mine, Pretoria, Germiston and Beroni, were ejected or threatened with ejectment from their homes. Why were such measures taken if industrial action is such a futile thing, according to Ramsay Macdonald?

The Botha government published manifestoes in which it was asserted that only ten per cent of the railway workers of the Union of South Africa had struck. ONLY TEN PER CENT! If ten per cent caused such a fearful commotion, what sort of an upheaval would there have been if a hundred per cent had struck? And suppose, further, that a hundred per cent of the other wage workers had struck simultaneously! Would martial law have been able to cope with such a situation?

It is significant that "agitators" were charged with "sedition" and strikers were called "rebels." Cresswell, the only politician sentenced to imprisonment, was condemned not because he was a politician but because he issued a pamphlet exhorting the strikers to stick together and to refuse to be intimidated into surrender. Cresswell was released after a couple of days, "in order that he might attend to his parliamentary duties." So little do the bosses fear "constitutional" action, that one of their tools, Malan, minister of mines, said that he would be glad if the "defeat" of the workers drove them into politics. This was said in reply to Merriman's warning that, as a result of the deportations, the South African Labor Party would return fifteen representatives to Parliament next election, as compared with six at present. Malan himself, by the way, served a sentence of six months for publishing treasonable matter in the Dutch paper "Ons Land" during the Boer war.

The six parliamentary representatives of "labor," in the course of the debate on the Indemnity Bill, were at great pains to show that they have always been totally against strikes. They need not have wasted so much breath, because their actions speak louder than words. It was Cresswell who was largely responsible for changing the industrial victory of July, 1913, into a miserable fiasco. Madeley, another "labor" politician, sent a wire last July to the Salt River railwaymen imploring them not to strike "as the position was most critical." "Labor" politicians at Durban, Port Elizabeth and Cape Town, did their level best to dampen the enthusiasm of the workers at a time when a general strike of all wage slaves was absolutely imperative. In fact, experience of the labor movement right around the globe proves conclusively that it is not the bosses but the "labor" politicians who are (to use Macdonald's phrase) "the worst enemies of labor."

The great fact that emerges from the South African Reign of Terror is that the bosses hold working class political action in utter contempt, but fear with an awful dread the possibility of united working class action on the industrial field. This fear is expressed not only in the outrages and crimes committed by them before and during martial law but also in the proposed Industrial legislation whereby a strike will be regarded as "rebellion" against the "state" and strikers punished as traitors. Railways are to be placed practically on the same footing as military deserters in time of war!

The strike in South Africa has in one short week done more to open the eyes of the workers to the iniquity of capitalism than fifty years of "constitutional" agitation. Therefore I maintain that "syndicalists" have proven themselves the very best friends of labor. They have forced the bosses to throw off the mask of law and order, and to show themselves openly as robbers and murderers.

Any system which, in order to maintain itself, is obliged to resort to OPEN exercise of brute force, is doomed. Every system of master and slave is, of course, founded on brute force, but a cunning master class knows that the length of its reign depends upon its ability to disguise the robbery and to keep organized violence in the background. When, as in the case of South Africa, organized violence is openly relied upon to break strikes, it is either because the robbers have lost their capacity for ruling or because the robbers have become sufficiently class conscious to see through the hypocritical pretence of "law and order." Whichever alternative be chosen, it is evident that the workers have had their eyes opened to the downright wickedness of private ownership and its corollary, class government. Therefore the workers have taken a long stride forward on the road to economic freedom. The syndicalists with their gospel of direct action and the masters with their club of brutal oppression have both proved to be the "best friends" of labor.

FERDINAND MARAIS.

Franklin Wanted

Fellow Worker Franklin, who delivered the two street lectures in Des Moines on July 18th and 19th, which caused the U. M. W. Journal to take notice of the local I. W. W. activities is needed badly in Des Moines. Anyone knowing his whereabouts please call his attention to this and advise him to write the secretary of L. U. 577 for particulars.

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(Continued from last week)

BORNE-SCRYMSER COMPANY
Present capital stock $200,000. Dividends, 1912 $20. 1913 $20.

This Company is engaged in the business of compounding lubricating oils at its plant at Elizabethport, New Jersey, and the marketing of the same. It is small and non-important.

BUCKEYE PIPE LINE COMPANY
Capital stock, $10,000,000. Dividends, 1912 40%; 1913 40%; 1914.

This Company, chartered in Ohio in 1886, owns and operates a trunk line system extending across the northern part of Ohio, and also owns a large system of gathering lines which cover the oil regions of that State. The main trunk line, connecting with the Indiana Pipe Line, at the Ohio State Line, runs through Lima, Findlay and Cygnet, and there east to Mantua, from which point a branch runs up to Cleveland. From Mantua, the system forks, one line proceeding east to a connection with the Northern Pipe Line System, to the Pennsylvania State Line, another southeast to a connection with the South West Pennsylvania Pipe Lines, at the Pennsylvania State Line. The Buckeye system constitutes an important link in the chain of pipe lines through which crude oils flow on their way to eastern refineries.

The so-called Lima division of the Buckeye system covers the oil regions in northwestern Ohio and gathers from the wells the greater part of the oil produced there. The Macksburg division covers the oil lands in the eastern, central, southern and southeastern part of Ohio. So that it may be said that the Buckeye lines gridiron the entire Ohio oil fields.

It is estimated that about 30% of the oil it carries comes from its own gathering lines, an especially profitable part of the pipe line business.

The Company also owns pumping stations throughout its territory. The one at Parkersburg is said to be the largest in the world, and is valued at about $560,000. At Mantua, not far from Cleveland, it owns a pumping station valued at about $250,000 with a capacity estimated at 100,000 bbls. a day. Likewise, the Company owns steel tankage capacity of a large amount. Near Lima it has a tank farm with an estimated capacity of about 2,500,000 barrels, and another one at Mantua with a capacity estimated at about 1,500,000 bbls.

This Company supplies crude oil direct to the Solar Refining Company's plant at Lima, and to that of the Standard Oil Co. (Ohio) at Cleveland.

The assets of the company are given at $22,562,202.84.

The net income is estimated at $4,847,845.42, which is equivalent to 48.47% on the stock.

The Company's profit and loss surplus of $9,407,883.84 is nearly equal to the entire capital stock.

Most all the Standard pipe lines are involved in suits with the Federal government, the Buckeye included.

CHESEBROUGH MANUFACTURING CO. (CONSOLIDATED)
Capital stock, $500,000.

This Company, which was incorporated in New York State in 1880, has become famous for the manufacture of excellent brands of vaseline and similar products.

No statement of earnings has been published by this Company since the Standard Oil dissolution, but profits in 1906 were given as $231,714, or equivalent to 46½% on the stock.

The Company has a long and high dividend record. Dividend payments reported since 1906 have been as follows: 1907, 40%; 1908, 40%; 1909, 60%; 1910, 40%; 1911, 30%; 1912, 50%, and 1913, 40%.

COLONIAL OIL COMPANY
Capital stock, $250,000.

This Company, which is a marketing concern operating in foreign fields, formerly did a very extensive business. Much of that business, however, was transferred to other companies some years ago when the Colonial Oil Company was in the process of liquidation.

At the present time the Company's marketing operations are confined chiefly to Argentina, with headquarters at Buenos Ayres. The Colonial buys its products principally from Standard Oil Co. of New Jersey.

The Company's earnings in 1912 amounted to about $20,000, or the equivalent of 8% on its $250,000 stock. It is said that no material change in the earnings occurred in 1913.

CONTINENTAL OIL COMPANY
Capital stock, $3,000,000. Dividends, 1912 $40; 1913 $16.

This Company made a readjustment of its capitalization in 1913. Stockholders on May 8, 1913, authorised the dissolution of the old Continental Oil Co. of Iowa, and the sale of its assets to a new company organized under the laws of Colorado with $3,000,000 capital stock. On May 10, 1913, the directors formally completed the transaction and decided to give shareholders of the Continental Oil Company of Iowa (the old company), which had $300,000 capital stock, ten shares in stock of the Continental Oil Co. of Colorado, with $3,000,000 capital, for each share of the old company. This in reality was equivalent to the declaration of a 900% stock dividend. The actual exchange of the shares was accomplished soon thereafter, and the new Company assumed the business of the old one.

President E. T. Wilson, in his statement to shareholders, explaining the reason for this action said: "The business of the Continental Oil Company is largely carried on in the Rocky Mountain States, and we thought it would be advisable to have our Company a 'home Company'—a Company that is operated under a charter from the State of Colorado, in which are located our chief offices at Denver; it is inconvenient and entails unnecessary expense to hold stockholders' meetings in Iowa. He added that the business of the new Company would be carried on in the same manner as it had heretofore been conducted by the Iowa company.

The Company is engaged in the marketing of oil products which it had secured in previous years principally from Colorado refineries. Since the beginning of the present year, however, it has been announced that the Continental Oil Company had made an arrangement with the Standard Oil Company of Indiana for marketing the output of the Indiana Company's new refinery at Casper, Wyoming, which began operations last April. The Continental Oil Company, it is also said, contemplates the output of the Mid-West and the Franco Petroleum refineries at Casper, Wyoming, which have a combined capacity estimated at around 17,000 barrels a day. It is expected that the Casper plant of the Standard Oil Company of Indiana will be in full production within a few months, and that of course will mean an increase in the amount of products to be marketed by the Continental Oil Company. With a view to taking care of this larger business, the Continental Company has enlarged its storage capacity at Casper, and is constructing a new casing plant and distributing station there. These improvements when completed, it is said, will give the Company the most extensive marketing plant in the Northwest. The Company has distributing stations located throughout the Rocky Mountain States and in Northwestern Canada.

The dividends noted above as having been paid in 1912 were on the $300,000 stock then outstanding. The first dividend of the new Company, announced on August 14, 1913, was designated as "a regular quarterly dividend," indicating that the regular rate will be 12% per annum.

No report of earnings has been published by the Company since the Standard Oil dissolution, but in 1909 the Company reported profits of $575,048 and in 1908, $578,990 on the then outstanding $300,000 stock.

CRESCENT PIPE LINE CO.
Capital stock, $3,000,000. Dividends, 1912 12%. 1913 12%.

This Company owns and operates over 250 miles of pipe lines extending from Greggs in Western Pennsylvania where it connects with the South West Pennsylvania Pipe Lines, and thence east across the entire state, terminating at Marcus Hook near Philadelphia. It constitutes the main trunk line of the so-called middle division of the Appalachian system of pipe lines.

Most of the Crescent's business is received from other systems, as it has few gathering lines of its own.

Its assets are given as $3,369,151.24.

CUMBERLAND PIPE LINE CO.
Capital stock, $1,000,000. Dividends, 1912 6%; 1913 6%.

This Company owns and operates pipe lines located in the eastern part of Kentucky, embracing the southern portion of the Appalachian field. They constitute chiefly a gathering system in a large territory, which so far has not become a heavy producer, though indications are that more oil may be found.

Most of its oil is turned over to the Eureka Pipe Line Company, to which it connects at the state line between Kentucky and West Virginia. During 1912, the Cumberland added about 35 miles to its system, bringing it up to about 450 miles. Total assets are given as $1,317,173.85.

EUREKA PIPE LINE COMPANY
Capital stock, $5,000,000. Dividends, 1912 $30; 1913 $40.

This Company operates in a particularly rich territory in the West Virginia fields. It is estimated that about 50% of its oil comes from its own gathering lines, an especially profitable part of the pipe line business.

The main trunk line extends from Eureka to Morgantown, West Va., with numerous branches pretty well covering the West Virginia field. On the north, at the Pennsylvania state line it connects with the Southern Pipe Line Company and the South West Pennsylvania Pipe lines, while on the west connection is made with part of the Buckeye Pipe Line system on the border line between West Virginia and Ohio.

Assets are given as $11,205,399.95.

The earnings for 1913 are given as equivalent to 39% on the stock. Some claim it really amounts to 45.38%.

GALENA-SIGNAL OIL CO.
This Company makes a specialty of compounding lubricating oils and manufacturing and illuminating oils for railroads and steamships.

On May 20, 1914, the Company issued the following report to the stockholders, which instructively sets as a study of industrial evolution:

"It might interest some of you to know the early history of the company. In 1869 General Charles Miller and his partner, John Coon, purchased an oil refinery at Franklin, Pa., and began the manufacture of what is known as Galena Oil. The firm was Miller, Coon & Co.; then Miller, Austin, & Co., then Galena Oil Works, later Galena Oil Works, Ltd., again Galena Oil Co., and finally the Galena Signal Oil Co. in 1900, as a result of the consolidation with the Signal Oil Co. The Signal Oil Company was organized in 1873 and was the first oil company that produced a mineral valve oil for cylinder lubrication, known as Perfection Valve Oil, and also commenced the manufacture of Perfection Signal Oil.

"In 1879 the Standard Oil Co. of New Jersey purchased the interest of Mr. John Coon, Mr. H. B. Plummer and Mr. Richard H. Austin, the three partners of General Miller, and became the owners of the majority of the Galena stock and 87½% of the stock of the Signal Oil Co. However, the management and direction of the business was left entirely in the hands of General Miller. At the time of dissolution of the Standard Oil Co. of N. J. it owned 70% of the common and 84.37% of the preferred stock of the Galena.

"When your company began, the output was 12,000 barrels. In 1878 it was 15,000 barrels, and the business grew until in 1913 the output was 800,000 barrels.

"The plants are located at the following points: Franklin, Pa.; Parkersburg, W. Va.; Bayonne, N. J.; Toronto, Can.; Rouen, France; Boston, Mass."

The dependence of the company on high salaried employees, is shown in the following:

"All plants are equipped with the most modern machinery and the laboratories for scientific investigation and research are in charge of competent chemists. The Chief Chemist, a graduate of European and American schools, is acknowledged to be the best informed man on lubricants in the world.

"Your company manufactures about 130 different kinds of oils for special purposes for railroads, among which the following were the original oils manufactured by the two companies combined into the Galena and since their introduction have remained standard for the purposes which they were intended: Perfection valve oil, Galena engine oil, Galena coach oil, Galena car oil, Perfection signal oil.

"In July, 1869, the Union Pacific first used Galena oil for its equipment. That railway is still our customer, and also the following railroads have been using our oils for 40 or 45 years: Union Pacific, Delaware & Hudson, Northern Pacific, St. Paul, C. B. & Q., C. R. I. & Pacific, Chicago & Alton, Chicago & North Western, Lake Shore & Mich. Southern, Big Four.

"Today we are supplying all the transcontinental railways in the United States and Canada with Galena oils. We supply 98% of all the railroads in the United States and Canada.

"In this connection it might be interesting to note that the largest percentage of Galena oil customers have been your for from twenty to forty-four years, and that scarcely a railroad now using our oil has not been on the Company's books and under contract for the last ten to twenty years."

All this will show the difficulties in the way of destroying "Standard Oil" by competition. At the same time it will also explain how the Standard Oil entrance into railroad control has been facilitated by its business of supplying lubricants.

"In addition it might be mentioned that Galena numbers as its customers the Interborough Rapid Transit Co. of New York City and the Manhattan Elevated since these two companies were formed; also all the companies operating street cars in New York City and all the lines of the Brooklyn Rapid Transit. The street car department commenced supplying oils to trolley lines and street railroads in 1890 and is now supplying the lubricating oils for about 75% of the total street car mileage in this country."

Both Manhattan "L" and Brooklyn Rapid Transit are regarded as Rockefeller properties.

"Some fifteen years ago the South American field was invaded and today our products are used by over 70% of the railroads and upon a goodly percentage of all the street railways.

"About 20 years ago an office was established in Paris and our oils introduced upon the French railways. The business in France has assumed large proportions, and we are making excellent progress in other foreign countries. This record speaks for itself.

"The officers and directors of your company form a big family and have been in your service for many years. General Miller, who is Chairman of the Board of Directors, has been continuously with the company since its inception in 1869, and is still active in the business and its affairs. Officers: Charles Miller, Chairman of Board; S. A. Mageath, President and General Manager; C. C. Steinbrenner, Vice-President; E. H. Baker, Vice-President; J. French Miller, Secretary; G. J. Proudfoot, Assistant Secretary, and E. H. Sibley, Treasurer. Directors: Charles Miller, S. A. Mageath, C. C. Steinbrenner, E. H. Baker, E. H. Sibley, Geo. C. Miller and J. French Miller.

"The various departments of your company are under the management of department heads who are men of long practical experience and have been in the service of your company for many years. It is their business to work for efficiency in their respective departments and to save money for our customers. On the whole, we believe that you have the most efficient organization of any industrial company in the United States.

"A review of the financial aspect of your company will show that stockholders have never failed to receive a dividend since the company was organized in 1869. The capital after the dissolution of the Standard Oil consisted of $2,000,000 8% preferred stock and $8,000,000 common, the latter paying 16% per annum in dividends. On May 15, 1913, the common stock was increased to $12,000,000 and a stock dividend of 50% was declared out of surplus. Subsequently the common dividend rate was made 12% per annum and an extra dividend of 1% was paid June 30, 1913. The present rate is 12%, payable 3% quarterly out of earnings. The company's assets are given as $17,111,501.

"The profit and loss surplus of your company was changed to the extent of $4,000,000 by the distribution of the 50% common stock dividend referred to above.

"Cash on hand, which was $544,154 on December 31, 1913, decreased approximately $750,000 from the amount on the corresponding date of 1912 because your company has seen fit to invest a portion of its surplus in high grade securities. At present cash on hand is $1,600,000.

"Your company has no bonded debt, no notes and no bills outstanding, in fact, since 1875 the Galena has not borrowed money nor discounted any paper.

(Signed) J. French Miller, Secretary."

INDIANA PIPE LINE COMPANY
Capital stock, $5,000,000. Dividends, 1912 20%; 1913 32%.

This Company, incorporated in Indiana in 1889, owns and operates over 450 miles of pipe lines, which comprise part of the extensive system serving the Lima-Indiana oil fields. Its main trunk line connects with the Prairie Oil & Gas Co. pipe line at Griffith, near Whiting, Ind., feeds the big plant of the Standard Oil Co. of Indiana at Whiting, and then runs in a southeasterly direction to Preble, near the Ohio State Line, where it connects with the Buckeye Pipe Line system, a distance of about 170 miles.

Besides the main trunk line it has branch lines, one running north from Preble to Montpelier, Ind., where it connects with the Ohio Oil Company's pipe line; other branches run from Preble to Smithfield and Broad Ripple. It owns numerous pumping stations and a considerable tankage capacity. While the Company has some gathering lines of its own, the bulk of its traffic is received from other pipe line companies.

The assets of the company are given as $7,966,117.67.

NATIONAL TRANSIT COMPANY
Capital stock, $27,527,575. Dividends, 1912 12%; 1913 12%.

This Company formerly had a capital stock of $25,455,150, but in 1911 it was reduced to $12,727,575 by cutting the par value from $50 to $25 a share. This reduction followed the turning over to the Standard Oil Co. of New Jersey of the stocks of other pipe line companies in the Standard Oil group, for which the National Transit Co. acted as a holding company.

The Company operates about 700 miles of main pipe lines, as well as a large mileage of gathering lines, and derives its traffic principally from the Western Pennsylvania oil regions. On its main trunk from Bear Creek, Pa., northeasterly, connecting with Olean, N. Y., thence southeast to Millway, Pa., where it forks, one branch connecting with the Standard Oil Co. of New Jersey pipe line which supplies the Bayonne refinery, another going to the Atlantic Refining Co. works near Philadelphia, and still another to the Standard Oil Co. of New Jersey refinery, at Baltimore. The Company also supplies crude oil to the refineries in Pittsburgh and Franklin, Pa. Its own gathering lines, it is estimated, furnish about 15% of its total transportation, the balance coming from other companies. The bulk of its traffic is of a long-haul character, such as should supply a fairly large and steady business.

At Oil City, the Company owns a large plant for the manufacture of all kinds of machinery used in the oil business, such as gas engines, pumps, drills, etc. This plant is located on the railroad and covers a large area. It is estimated to be worth about $1,500,000, and is said to be successfully competing with other large manufacturers engaged exclusively in the building of heavy machinery. The Company owns a large office building in Oil City, valued at from $300,000 to $350,000. The quick assets total over $8,464,000 against quick liabilities of $578,000, leaving net quick assets of $7,886,000, equivalent to over 61% on the stock.

The National Transit in April, 1914, was said to have secured a $1,000,000 contract to supply the equipment for the pumping stations of the new pipe line of the Penn-Mex Fuel Co. in Mexico. This pipe line is to extend from Tuxpam, Mexico, on the Gulf Coast, to the oil fields of the interior, a distance of about 30 miles. In 1913 the National Transit erected a $1,000,000 pumping plant for the Oil City Water Works and had much success in building pumping stations in California.

NEW YORK TRANSIT COMPANY
Capital stock, $5,000,000.

This Company owns and operates about 900 miles of main trunk pipe lines extending from Olean, N. Y., to and connecting with refineries of the Standard Oil Co. of New Jersey at Bayonne, N. J., and the Long Island City plant of the Standard Oil Co. of New York. It also has a branch line extending from Olean to Buffalo supplying the refinery of the Standard Oil Co. of New York at Buffalo. The Company is said to own about one-third of the tankage at Bayonne, N. J., Long Island City and storage points for oil in the United States.

The New York Transit Company has a very valuable asset in the right of way, which it owns, through New York City reaching the Long Island City refinery.

Most of the Company's oil is received by it from other pipe lines, but its transportation is so heavy and regular that large and large profits should be assured through supplying crude oil to the large refineries that the Company's lines reach.

Depreciation charges in 1913 increased $419,433.38 over 1912. Had not this additional depreciation been charged against earnings presumably the net income would have shown $2,489,928.50, equivalent to 49.79% on the stock instead of 41.4%.

The Company's profit and loss surplus of $5,100,359 is equal to over 100% on its capital stock. Net quick assets are $5,903,099, or equivalent to over 100% on its capital stock.

NORTHERN PIPE LINE COMPANY
Capital stock, $4,000,000. Dividends, 1913 earned, 17.68%; paid, 10%.

This Company owns and operates a pipe line system extending from the western border of the State of Pennsylvania, where it connects with the Buckeye Pipe Line Company, at Olean, N. Y. Practically all its business is derived from other systems, having no gathering lines of its own worth mentioning. It was incorporated in 1889, when it took over certain pipe lines in northwestern Pennsylvania, then owned by the National Transit Co. Assets are given as $5,237,174.16.

To Be Continued.

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(Special to Solidarity)
Portland, Oregon, Aug. 10.

Portland workers held a gigantic anti-war demonstration last Sunday at the Plaza, with 5,000 people present, who stood solidly in a roasting sun and took in every word of the different speakers, and there were many of them including Emma Goldman. We suggest that speakers and locals of the I. W. W. everywhere hold anti-war meetings, especially at this stage when a large number of Germans, French and Belgians, as well as Austrians are being "called to the colors" by the representatives of the respective governments, to become cannon food, and some of the fools are responding. So do not miss this glorious opportunity.

E. KRAUSS, Sec'y.

Local 215, Pittsburg, meets every Tuesday night, 8 p. m., at Washington Bank Bldg., 5th Ave. Headquarters open every evening. All communications should be addressed to Ben Anisman, 1404 Epyphany St., Pittsburg, Pa.

All communications for Local 322, Vancouver, B. C., should be addressed to the new secretary, W. J. Roberts, 34 Cordova Street West.

Denver headquarters Local 26, are at 1131 19th St.

If you want to do something that really counts get a bundle of Solidarity each week and advertise the general strike of Hop Pickers to force the release of our fellow workers, Ford and Suhr.

Everyone knows the tunes. Get the words—from the new I. W. W. Song Book. Just out. Price 10 cents. Order from I. W. W. Publishing Bureau.

All mail for secretaries and members of Seattle locals should be addressed to Box 85, Nippon Station.

"PROTECTING" THE SUPREME BEING

Swasey's Arrest For Blasphemy

Saturday, July 25th, George H. Swasey, got into New York from England. And on Monday, the 27th, he was arrested for blasphemy. That is what I call revolutionary speed. Monday noon, at the office of "The Masses," he met a speaker of the Harlem Educational Alliance. This fellow took him over to Madison Square, about a mile away, where a meeting was being held. There were about a thousand present. Louis Weitz was closing with an appeal for contributions to carry on the propaganda. A policeman stepped up and threatened arrest if any collections were made. Weitz told the crowd he willingly assumed all responsibility for any law breaking and that, if arrests were to be made, the policeman would arrest him only. Weitz turned, and asked three or four to go around with the hat. The crowd cheered and some men volunteered. The "cop's" next move was to cow the volunteers, and he threatened them with arrest. So Weitz stepped off the platform, and proceeded to take up the collection himself. As soon as the cop saw the money pouring in, he nabbed Weitz, who submitted calmly, but asked for the permission to say a few words before being led off to jail. This was granted. Weitz explained to the crowd that a few days previously, and for a similar "offence," Hubert Harrison had been arrested, but promptly discharged by a magistrate who scathingly criticised the policeman for his officiousness.

After Weitz' departure, Harry Kantor introduced another speaker. This fellow was interrupted time and again by a politician who wanted the platform himself, and began shouting "liar," "faker," "swindler." Denied the platform on account of his abusive language and the extraordinary circumstances of the meeting, he went away, got a box and started a meeting of his own.

Another impatient bystander insisted upon having out then and there, a debate which he had arranged with Louis Weitz—then in jail! It was at that time that Swasey asked permission to speak. He was granted the platform upon the mere recognition of the friend he had made at "The Masses." He told the audience that the only way to preserve the right to take up collections was to fight for it. He cited the San Diego fight. He pointed out how the English government was absolutely helpless to check the steady onslaught of the militant suffragettes. He showed the uselessness of courts to defend the rights of workingmen: that rich employers could openly violate the most sacred laws without even being criticized, whereas the militant workingman would be sent away for merely demanding justice. He told his hearers not to be suckers and led astray by would-be saviors. "The only way the working class can get the things they want, whether it be wages, shorter hours, better conditions or their final emancipation, is by constantly using the weapons that you loan bosses." He held out his arms. "We have two strong arms. For Christ's sake, use them."

At this juncture, a typical slave, with unshaven face and unbuttoned shirt, butted in with: "Better moind yer langwidge, young man. Now, cut out thot blisfimy." "Who are you, and on whose authority do you speak?" asked Swasey. "Shure, an' it's none o' yer bizness," was the significant reply. Swasey came back at him with: "I don't take orders from you, nor anybody else. I speak what I think, whether you like it or not, and if you don't like my argument, beat it while your shoes are as good as they are." The man was elbowed out of the crowd.

Swasey kept on speaking, calling up before the minds of his hearers, pictures of the Colorado war, the American invasion of struggling Mexico, showing that the capitalist class acted on the basis that might is right, and instancing repeated attempts to stave off a revolt. "As for me," said Swasey, "as long as I have the right on my side, I care neither for God, man nor the devil." Soon after, Kantor approached him from behind and tipped him off that they were trying to frame him up. Swasey, however, continued, and a few seconds later noticed the aforesaid slave leading a bluecoat up behind the platform. "You are arrested on a charge of blasphemy," said the police, and he marched Swasey off to jail. At the trial, Weitz' case, though of prior occurrence, was postponed until Swasey had been disposed of. There were various charges against Swasey, among which were, using obscene language, vagrancy, speaking without a permit, blasphemy, and obstructing traffic. The slave accused him of swearing and of having told him to "Go to Hell." Swasey was sent to the workhouse on Blackwell's Island, to do six months. On August 7th, he was transferred to the Tombs. Weitz was released. M. H. W.

STREET CAR WORKERS OF PHILADELPHIA

(Continued from Page One)

creased pay to read "The Engineering Magazine" (specially devoted to proprietors, engineers, and managers.) Ford's generous philanthropy is ruthlessly, tho innocently, laid bare in the July number under the caption:

"Cut Cost One-third."

October, 1913—One motor made in 9 hours, 54 minutes.

April, 1914—One motor made in 3 hours, 30 minutes.

So one man, who used to get $2.50, now receives $5 for work that three men got $7.50 to do. AND WHAT OF THE TWO-THIRDS EVENTUALLY UNEMPLOYED?

Mitten has worked out a similar bluff. By taking a careful census of traffic, he was able to eliminate the steady 20-hour a day runs, and to send out a multitude of cars on trips only, morning and night, or intermittently for a few hours at a time on "saving runs." He ordered 1,500 new cars with twice the capacity of the old ones, which were light, airy and able to make twice as quick time. The public were delighted. Then he took the wind out of the union's sails by announcing a minimum wage of 25 cents per hour, which had been the maximum demand of the union. He added to this, 1 cent an hour raise a year until a maximum of 30 cents an hour is reached. Strikes, lock-outs, etc., were to be forgotten. Peace and happiness were to prevail. But there are undertones of discontent, the men remained dissatisfied. The following figures are the self-explanatory reason:

Fifteen-hundred to 2,000 men who regular jobs are now on the extra list. The regular men are given out every six months and although the arbitration long ago made seniority the basis of distribution, the P. R. T. forgets its insignificant "word of honor" and first choice goes to the "loyal employes"—the scabs, or "skunks" as they are known in local parlance. After them the older men receive the leavings. As about one-third of the force are scabs who were retained after the strike, it is easy to realize that there is mighty poor picking for anybody else.

Philadelphia is spread out like an enormous pancake and many of the 19 barns are on the outskirts, some in fashionable suburbs, where the carmen cannot afford to live. Yet working on swing runs they are away from their homes from 10 to 16 hours a day, and while they have lay-offs of two and three hours they live too far away to go home and spend the intervals in saloons. T. Employes' Beneficial Association" pool rooms, or movies. So the time on duty drags out to 13 or 14 hours to secure actual 10 hour day's pay of $2.50 to $3.00.

The second group are the extras, who lost their regular jobs, in the recounting. The company out of the kindness of its heart guaranteed them $2.25 a day, to allay discontent. Naturally the company desires to work them enough to make up this amount. If one has been employed three years and is entitled to 27 cents an hour, they try to work him at least 58 hours a week, NO MATTER HOW THEY ARRANGE IT. Naturally the bulk of the work falls on this group of men. The result is that while the public, who trudged through snows to help the strikers are now snugly enjoying the increased transit facilities, there is more real cause for public clamor now than in 1910.

Safety is ignored in the mad rush for efficiency. The irregular and long hours not only separate the carmen from their families, and cause their health to deteriorate, but the lives and limbs of the public are menaced by the strain of men's working under such a schedule as the following, given to me by an extra motorman:

Friday—All night, ten hours, to 6 a. m. Saturday. Saturday 3 p. m. to 1:30 a. m. Sunday—5 a. m. to 3 p. m. Monday—5 a. m. to 3 p. m.

The book of rules states that a man who works at night need only report next morning, but every carman knows if he is marked up for work next morning, the book of rules will not save him from the consequences of failure to report.

Then there is a third group, the ones who are, always were, and from present indications, always will be, extras. Their "hope of paradise," a regular run, sustains them on a $12 a week, $1.71 per day basis.

Out of the speed-racked, overworked bodies of these two extra groups, the P. R. T. wrings the larger portion of its profits. The trip system not only saves wear and tear on cars but reduces operating expenses from 50 per cent to 75 per cent in many cases. Astounding as this may sound the following figures give ample proof:

Old system—1 car, two 10 hour shifts, 4 men at $2.50—$10.

New system—1 car, short trips; 2 men at $2.25—$4.50; 2 men at $1.71—$3.42.

Saving per car—$5.50 to $6.58 per day.

And as one new car replaces two old ones at $20 per day, the actual saving is $11 to $13.16 per car. So the company could give each man $5 a day and still carry for $10 as much traffic as they used to carry for $20.

To complete this account of systematic exploitation, it is necessary to describe their organizations, offered by the P. R. T. as a substitute for unionism.

The "Keystone Union" is practically dead (from disuse); the "P. R. milks them 25 cents per month, under the guise of sick and death benefit. Compulsory membership is forbidden by law, but those who don't pay, lose their jobs. So the reformers have the law and the P. R. T. has the quarter. Last there is the "Co-operative Beneficial Association," consisting of a committee of men and of the company, to adjust grievances, promote peace, secure reduced prices in stores, etc. But the committee's decisions on grievences are not binding on the company who still remains the supreme court, and to save 8 cents on a pair of shoes hardly compensates for the loss of a steady job.

Now as to the company's side, for the I. W. W. most assuredly admits of such and possibly a careful survey of it may accelerate the movement of carmen's brain cells. Of course carmen don't read such dry articles as the P. R. T. report to stockholders published in Phila. papers on July 22nd, not when the possibility of a base ball strike menaced national happiness! Yet there one could read of $24,000,000 gross earnings in a year; maintenance $11,000,000, leaving net earnings of $10,000,000, which is rather well on property whose capital stock is $30,000,000. But they say our "fixed charges" were $9,600,000, leaving a surplus of but $300,000. What is meant by this ambiguous term, "fixed charges?" They themselves taboo the word "profits" and say instead, "INTEREST ON CAPITAL INVESTED." Is it any wonder that $14,000,000 of new capital was put last year into this mortgage on a city's expansion, her transit needs, and the brawn of her toilers?

They have made a surplus of a million dollars in three years, under the Mitten management, yet the report apologizes for the low returns and guarantees more now that the road is rehabilitated. And the report further states that the new steel cars and concrete car-barns have reduced the insurance $57,500 a year.

Is it to be wondered at that Mrs. Stotesbury, wife of the president, can wear a half a million dollars in jewels at society functions?

To the carmen of the P. R. T. who may read this article I have a few words to say in conclusion. Are you ever going to change your conditions by mere grumbling? Have you succeeded much by entrusting your destinies to officials whose $6,000 a year job pays them three times more than yours does? Does it not occur to you that a wiser policy would have been to pay your officials an average equal to your own and raise them only when you receive more, making it to their interest to help you win more? The worth of a union is demonstrated not in how much the president gets but in how much the average member gets.

Do you propose to delay action until you are all reduced to the hours and pay of extras?

If you want to protect yourself against the duplicity of leaders and company, organize your power, into one big union, the I. W. W. Forget your past defeats and discouragements. Remember that all the company has thus far "given" you is because they fear your power to paralyze traffic, to sever the golden arteries that fill their coffers; because even with the limited support at your command you caused them tremendous losses. Their concessions are but protection against a repetition.

Attend the I. W. W. meetings at City Hall Plaza, Sunday evenings. Buy the literature. Study its aims, methods, and structure. Interest your fellow workers. Help clear the tracks for the I. W. W. special! Its slogan of better wages and shorter hours has been amply demonstrated on the water front. WHY NOT ON THE P. R. T.?

Organize, street car men, in the spirit of the poet:

"For time at last sets all things even,
And if we do but watch the hour,
There never yet was human power
That could evade, if unforgiven,
The patient search and vigil long
Of him who treasures up a wrong."

A Jewish branch of the I. W. W. has been formed at 849 Maxwell St., Chicago, Ill., Jewish radical publications on hand always, also English. All rebels passing through are invited to come around and give us a boost. Good Jewish speakers on industrial unionism are especially requested to step in. Rooms open always. No place for chair warmers.—A. Bloom, Financial Secretary.

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Bound Files Of Solidarity

Four Years In One Volume

During four years of the publication of Solidarity we have received many inquiries regarding complete files and of late these have become so numerous that we have decided to allow our readers and locals to secure a complete file at a nominal cost.

Upon having a couple complete files bound lately for editorial work, we find that by having the few remaining ones bound at the same time the cost would be low enough to permit us to offer the whole four years of 208 issues bound heavily in one strong book for only $10.00 carriage prepaid. Considering the durable binding this is a very low price as it is only a little in excess of the price you would regularly pay for the papers. Many are the famous strikes, labor cases free speech fights and countless other happenings in the labor world during this time which are followed each week and chronicled from the viewpoint of revolutionary industrial unionism in this single volume. A record of the development of revolutionary ideas during this stirring period. Truly it makes a remarkable book. You will want one of these, so send in your order early, as there will be only a few copies available. No orders without cash in advance will be considered.

Fellow Worker John Olson, member of Local 64, lost his right leg last fall while on his way back from Chicago to Minneapolis, where he was a delegate representing Local 64 at the last convention. This unfortunate accident happened to him while he was waiting for a train in the La Crosse yards. It is not necessary to relate that Fellow Worker Olson was and is a most sincere and courageous rebel, never shirking a call to action, but always responding most heartily. He is today in the most destitute condition, chiefly because he is without a leg which he lost as a sacrifice to the cause of labor. The Minneapolis locals have done everything possible to secure for him an artificial limb, which will cost $150. The locals find, however, that they are not equal to the task, owing to pressing financial matters. Therefore they present the case of Fellow Worker Olson once again to the union, and ask that each local contribute whatever it can to help get an artificial leg for this destitute fellow worker, who can then help himself. Send all funds to Peter Johnson, Sec'y, 232 Cedar Ave., Minneapolis, Minn.

German fellow workers of Seattle, Wash., have formed a German I. W. W. Propaganda League, and are also taking steps to publish I. W. W. literature in the German language. They have already issued a leaflet containing Ernest Kluge's poem, "Weckruf" and the I. W. W. Preamble, which will be sent postpaid to all locals at the rate of $1.00 per 100 copies. Address Frank Jakel, 2711 East John St., Seattle, Wash.

Local 480, Rockford, Ill., has translated and printed in SWEDISH, J. J. Ettor's pamphlet, "Industrial Unionism Road to Freedom." The pamphlet sells at the following prices: Single copies, 10 cents; 10 or more, 5 cents each. Local 480 will be glad to furnish sample copies to any locals writing for the same. All orders must be accompanied by money. Address all orders to Edward Danner, care of I. W. W. headquarters, 405 Seventh Street, Rockford, Ill.

Fellow Worker Michael Rosenthal, organizer of Locals 47 and 264, wants information as to present address of his younger brother, who has not been heard from for two years. Brother was known in the West by the name of Hill. Address information to M. Rosenthal, Box 2, Transcona, Manitoba, Canada.

All mail for Local 577 should be addressed to the secretary, John E. Nordquist, 1505 E. Washington St., Des Moines, Iowa, as the old News Arcade headquarters have been discontinued. Some compromisers needed badly in Des Moines. The authorities are threatening free speech.

Dan Buckley has resigned as secretary of Locals 88 and 313, Redding, Calif. J. A. Thompson has been selected to fill the vacancy. All foot loose rebels are urged by the new secretary to head that way and help to build up the only miners' local in California.

Local 61, Kansas City, Mo., has moved to new headquarters at 20 West Missouri Ave. All rebels passing through K. C. please take notice of change.—G. J. Bourg, Sec'y.

Locals 26, Denver, Colo., is in need of a first class speaker. Write to the secretary D. Bransky, 1910½ Lawrence St., Denver, Colo., for particulars.

John F. Miller has been elected secretary of Local 40, Missoula, Mont. Address Box 962.

Good soap boxers wanted in St. Louis.

I. W. W. PAMPHLET IN SWEDISH

The Scandinavian Branch of Local No. 322 has printed a pamphlet called "Lonaslavens Organization" written by S. G. Johansson. It is written for workingmen in the camps. Price 10 cents. To Locals 5 cents a copy. Send orders with cash to

GUST HILL,
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The Live Ones

The following is a list of Local Unions receiving a Bundle Order of 100 copies or over of Solidarity each week. Locals whose account is not paid for current month will be discontinued from this list.

Seattle Locals	450
Sacramento, Cal., Local 71	350
Kansas City, Local 61	300
Stockton Local 73	250
Prop. League, Omaha	200
Local 26, Denver, Colo.	200
Minneapolis Locals	200
Spokane Locals	200
Butte Prop. League	200
Local 341, Chicago	150
San Francisco Locals	150
Local 571, Great Falls, Mont	150
Butte Workingmens Union	100
Philadelphia, Local 8, Br. 1, N. I. U. M. T. W.	100
Local 480, Rockford	100
Portland, Oreg. Locals	100
Total Bundles, issue of August 15, No. 240	5,046

Is your Local a "Live One?"

Local No. 2, M. T. W., wants a good Portuguese organizer to work on the water front in Boston. Wages $15.00 a week to start. Communicate immediately with the secretary of Local No. 2, M. T. W., 284 Commercial Street, Boston, Mass.

Local 179, I. W. W. of New York City, has established a pleasant roomy headquarters at 350 East 81st street. Open day and evening. All welcome. Branch 1 (English speaking) hold a business meeting every Tuesday evening.

The $1,000 Fund

Total August 12th	$484.98
F. L. Rhoda	.50
Justus Ebert	1.00
Total August 19th	486.48

The wider the circulation of our press, the greater the power of the organization and the less danger of active workers in the struggle being victimized by the bosses. Take a lesson from modern day publicity and get busy on the sub rustling line.

Members of Local 33, Cleveland, in arrears for dues, are requested by the secretary to pay up, and get ready for active work toward building up the local. Dues may be left at Solidarity office, where stamps will be affixed to membership cards.

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