

"AN INJURY TO ONE IS AN INJURY TO ALL!"

ORGANIZE RIGHT



ORGANIZE YOUR MIGHT

Industrial Worker

VOL. 3 No. 12

One Dollar a Year

SPOKANE, WASHINGTON, THURSDAY, JUNE 15, 1911

Six Months 50c

Whole Number 116

AGITATE—EDUCATE—ORGANIZE—FIGHT FOR THE EIGHT HOUR DAY



THREE THOUSAND HAVE JOINED THE I. W. W. IN THE LAST MONTH

A BIG STRIKE OF THE BUILDING TRADES IS ON IN VANCOUVER, BRITISH COLUMBIA

VANCOUVER, B. C., WORKERS PUTTING UP GALLANT STRUGGLE—CRAFT DIVISIONS AND SACRED CONTRACTS A CURSE.

The general strike in the building industry here (Vancouver, B. C.) is on. The strike started with the bosses having several weeks' time in which to prepare, despite some mistakes made through inexperience of the craft unions, and the inability to pull together on account of the craft divisions, which separates the workers with a common interest; still, the hope rises stronger that it will prove successful for the wage slaves. At first it was only a few crafts carrying on a diminutive guerilla warfare, while the I. W. W. agitated class solidarity and a general tie-up. The idea spread until the Labor Council of the A. F. of L. decided to call upon all the men of the Building Trades to come out. Not being solidly organized there was no way to force all the unions to come out, but the men responded, with the exception of the bricklayers, who were advised by their "International" to stick to the job and remain loyal to their "sacred" contract. Some of the other crafts even went so far as to disorganize their general organization and walk

out. The Chinese carpenters threw in their lot with the other workers and came out. The only mistake to mar the event was the putting off of the strike for nearly two weeks after the first news of the action came out. The craft unions advertised a monster mass meeting in the Horse Show building, for June 3rd, the Saturday before the strike. About 5,000 people were present at this meeting; many walked miles to be on hand. The one car line proved insufficient to carry the throng, and many could not come as a consequence. Three of the principal labor leaders spoke at this meeting. In the meantime the I. W. W. was not idle. We hammered away at our meetings on the street, pointing out that concerted action was necessary in order to win. A communication from the I. W. W. was read at the mass meeting announcing that we would do all in our power to help whip the bosses in the struggle, was answered with enthusiastic applause from the vast audience. On asking for the platform, it was put to a vote whether the meeting would hear the I. W. W. organizer. This was answered by a loud unanimous affirmative. After the three mentioned leaders got through, I was called upon. It was then after 10 p. m. Representing the I. W. W., I pointed out the necessity of not only acting together in sympathy, but that organization along industrial lines was absolutely necessary in order to be assured of success. I mentioned briefly some of the past strikes of the Industrial movement in the United States, France and South Africa, giving an idea of I. W. W. tactics. The idea of sabotage used in France was loudly applauded, as well as the necessity of striking without notice. When I pointed out that there should be absolute co-operation among workers on strike, the hotel and restaurant employees refusing to feed scabs, the transportation workers should refuse to haul scabs, troops or Pinks, and the teamsters, being a portion of the transportation industry, should refuse to deliver material to a scab job, the answer from the crowd was a roar of approval. On the whole the meeting helped to bring the craft unionists into closer touch with the Industrial idea, giving them a better opinion of us and our organization. The following evening, Sunday, the day before the strike, we held a meeting on the street as usual. The crowd blocked the street from curb to curb. Though we had no other speaker in town at the time and my voice was

almost out of commission, the result was 12 members. On the evening of the first day of the strike, Monday, Fellow Workers King and Thompson were on hand, and we hired a large hall for the next evening, Tuesday. Our meeting in the hall, though on very short notice, was a success. Fellow Worker Thompson was the speaker of the evening, myself and King assisting. The audience was enthusiastic, the collection toward defraying the expenses being \$35.65. Another meeting was pulled off Thursday, with the same program. In this meeting the collection was \$38.00, 17 new members initiated on the spot, not to mention the regular flow coming in since as a result. Most of those who joined were members of craft unions, showing that the members of the A. F. of L. are beginning to look ahead and to think. The strikers are fighting with a determination to win. The future looks bright. Immediate victory would be assured if other allied industries, such as railroad men, power house men and street car employees (transportation workers, in short), lumber workers, etc., all came out and paralyzed industry. The employers are advertising for scabs up and down the coast, unable to get them. The

town swarms with unemployed, but they are too loyal to scab. Three professional strike-breakers are on hand all to no avail. At a meeting of the Employers' Association this week it was decided to hire anybody in order to keep up a bluff that work was going on. In this they have failed. As a special inducement some sharks have advertised that fences will be built so the scabs cannot be seen working. In the meantime the I. W. W. is being much discussed among the wage workers. The capitalist sheets as usual are coming out with their lies about how the strike is over, etc. On the other hand, our good politicians—the "comrades"—are trying to discourage the workers and lead them to follow the political mirage. The usual method of the boosters of capitalism who are going to do things by following "civilized" methods, that is to say, the rules laid down by the boss. They are about the same here as in the States, with the same old dope, telling how the class struggle is on the political field instead of on the job. A move is on to start a labor party so that the workers in the future will vote, while the bosses smile, instead of fighting on the job where it hurts his pocket-book. —JOS. S. BISCAY.

THE WORST FORM OF WAGE-SLAVERY IN THE UNITED STATES POSTAL SERVICE

A U. S. POSTAL CLERK TAKES ISSUE WITH TAFT.

Leaves a Few Nuts for Taft and Other Despots to Crack—What Capitalist Government Ownership Means to Government Slaves.

"His Excellency" made a speech in Harrisburg, Pa., on the 14th of May. "His Excellency" is a Unkarian, who doesn't believe in the divinity of Christ, who is at present the Executive head of this great CHRISTIAN nation, who was put there by Roman Catholics, who even worship Christ's mother and grandmother. "His Excellency" (like Napoleon I.) bestowed the title on himself when he was in the Philippines getting the dope on the layout preparatory to its division between the Roman Catholic church and the Tobacco and Sugar trusts. (The church sold out since for three millions and Taft made the deal). The SPEECH dealt with organized labor, and especially with his reasons why the government employees should not organize. In an able editorial in the May 25th edition of the "Industrial Worker" the situation is made very

clear and I won't attempt to enlarge on what is contained in that issue. Taft states that "the government employees are a PRIVILEGED CLASS whose work is necessary to carry on the government, and upon whose entry into the government service it is entirely reasonable to IMPOSE conditions that should not be and ought not to be imposed upon those who SERVE PRIVATE employers." It is apparent to anyone with an ounce of brains that he meant postal employees and not, for instance, "The department of the interior," or any other, for the only trouble he is having is with the postal branch. A lot of "guts" are needed to call us a "privileged class" and that accounts for the fact that "His Excellency" was commissioned to do it. If this republican form of government or government by misrepresentation, was ideal or just, Taft nor any other representative of SPECIAL PRIVILEGE would need worry about an organization of the working class. You will note in a passage from the great speech that Taft made a masterful stab at creating the impression that we are in the service of

the WHOLE PEOPLE. The people just settle the bills and Hitchcock is our employer. We work at present for the Republican party. Urban A. Walter, editor of the "Harpoon," published at Denver, Colo., is being persecuted now for telling the truth about Taft's and Hitchcock's attitude on the Gag Rule. He sent or attempted to send through the mails some envelopes stating in red on the outside that Hitchcock was enforcing the Gag Rule and that Taft refused to rescind or recall the order. Now let me say a word to you postal employees concerning the U. S. constitution. You have all taken an oath, to uphold and defend the constitution of the United States of America, and I doubt if 1 per cent of you ever saw a copy of it, in the postal rules and regulations, or in any form about a post office. My first connection with the service was in 1897 and I am in the service now, and I have never noticed a copy on the job. I for one can't be true to my word of honor, and be silent. When I began work I had hopeful, rosy dreams of what I thought "patriotic devotion to duty" would bring me in the future. I

worked hard, developed efficiency and got next to the ropes. Since then I've quit dreaming along those lines, my patriotism has had an awful jolt. I learned to think after a fashion—and now I blame "the interpretation of the constitution" for a lot of my misery. The Post Office Department had its beginning in the constitution. Article I, Sec. 8—"Congress shall have power to ESTABLISH Post Offices and Post Roads." And in the early times the government built buildings, roads and equipment, and provided for the safe transit of the mails; it also had a monopoly of the business, and excepting an odd lean year, IT PAID. But the word "establish" got interpreted! Since then the department does the establishing on paper something in this fashion: "All public roads, streets and alleys; all navigable waters; and all steam, electric, tram or cable lines built, building or to be built, are hereby established as post roads." And old shacks of buildings are rented from patriotic Shylocks, and likewise "established" as post offices. But it takes about \$30,000,000 per year to keep just the railroads "established," and us workers have to produce it out of our hides and tallow

direct, or indirectly when we buy our luxuries—booze and tobacco. Another thing, when some town board vacates a few streets and alleys as a bonus to some corporation for use as a lumber yard or garbage dump, these streets cease instantly to be "established post roads." Same way with a toll bridge or ferry or a star route on a navigable lake. If the owner of the bridge, ferry or steamer at the expiration of a contract so wishes, he makes no bid or a prohibitive one, puts his bridge, ferry or steamer out of commission so far as the department is concerned, the sovereign people on that "established post route" are short on mail service. An opinion was handed down by some honorable pirate, to the effect that the "government monopoly of the mail included first class letters and packets only." Now we haven't got even that monopoly, as the railroads are exempt from sending their mail through the postoffice, so they send most of it with the express messenger, and commercial bodies are allowed to tack an envelope

(Continued on Page Four.)

