

THE LAWRENCE STRIKE

FROM THE N. E. CIVIC FEDERATION BULLETIN, SEPT., 1913

So much interest has been shown in the alleged wrongful disposition of the large relief funds which were given so generously for the Lawrence textile operatives, that it has been deemed within the scope of our work to make a careful examination of the court papers and the notes of testimony in the equity case brought in the Supreme Judicial Court of Suffolk County to compel an accounting. The result of that examination is presented in this bulletin in the hope that the experience in Lawrence may persuade the workers to select sane and honest guarantors of their relief funds and cause those in charge of such funds carefully to guard the interests of the intended beneficiaries, to keep accurate accounts books, to make public property and statements of receipts and expenditures.

RESOLUTION OF CENTRAL LABOR UNION

Lawrence, Mass., July 9, 1913 Whereas, the movement known as the I. W. W. has been shown to be the true principles of the trade union movement, as advocated by the American Federation of Labor and Congress of Industrial Organizations of the I. W. W.; and Whereas, the members of the trade union movement of the city of Lawrence are opposed to the methods and works of the I. W. W.; and Whereas, it is desired to have published a magazine which will make a specialty of Union Labor advertising in which will be published the full report showing the misuse of enormous funds raised by the leaders of the I. W. W. for relief of the Lawrence strikers; and

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THE MARINE TRANSPORTATION WORKERS

The present status of organization among the transportation workers of the Atlantic coast and the country as a whole we might say, is deplorable. New York being the heart of the continent and the most important port of the world shows a state of affairs among the transport workers, which for disintegration and general demoralization has not had its equal for many years past. At a time when extreme distress for the working people of this industry stands before the door.

Something must be done to relieve this situation and alter the conditions of New York being the heart of the center of commerce and navigation on this continent, it should set the pace and serve as example in regard to organization for the rest of the continent—age for the world. But instead the transport workers of New York are in such a shape as to exert a demoralizing effect upon the fellow workers in the same industry throughout the world.

Summing up the conditions concisely in regard to New York, we see that out of perhaps 126,000 men in transportation workers there are at most 10,000 organized. The large body of 116,000 are unorganized.

The organized transport workers of this city are, however, by no means organized as such with a common aim. They are split up into several independent and contending bodies.

The Marine Engineers' Union, The Cooks and Stewards Union, The Longshoremen's Union, The Sailors and Firemen's Union and the Eastern and Gulf Sailors Association.

The National Industrial Union of Marine Transport Workers, I. W. W. is the only one which has not immediately, without further comment, be dismissed as a joke, namely the Eastern and Gulf Sailors Association.

The remainder, possibly with the exception of the Marine Engineers,

INDUSTRIAL SITUATION REVIEWED

Panic Or Revolution The Question of the Hour For Labor

The newspapers contained, during the first week in November, many items such as should cause the intelligent to pause and think. These items indicate the near approach of a depression, and possibly panic; with unemployment and wage reductions as some of the worst accompaniments. This is right in line with the predictions of a Wall St. stock brokerage firm printed in Solidarity some months ago.

Among the news items referred to is one relating to the commercial failure in October of the Commercial Failure. Here is the item: "Commercial failures increased in October over those for the same month of last year by 224 in a total of 1,434, according to Dun's Review. The number of insolvent firms in September was 64,483,222 in a total of 920,245,466. Bradstreet's agency reports that October failures were greater in number than in October of any year since 1896 and that October, 1907, was the heaviest since October, 1907, the panic year.

"There were several groups, says the report, in which the increases were particularly marked. Among them, lumber and miscellaneous. For example, the expansion in the machinery class amounted to \$3,000,000, largely due, however, to the default of the automobile manufacturing concern. The increase in lumber was \$2,000,000, fully \$200,000, while miscellaneous increased \$465,000 and cotton, \$57,000.

"According to Bradstreet's Review high rates of interest through the power of credit granting are reflected in the unfavorable October record. The total value of building in the United States for the month of October aggregated 1,283, with assets of \$10,640 and liabilities of \$21,000,085."

ENTHUSIASM IN K. C.

(Special to Solidarity) Kansas City, Mo., Nov. 10. The most striking meeting held in this town for a number of years was held in the Commercial Travelers' Hall in behalf of our imprisoned fellow workers who are being marked for vengeance of the Master Class in various parts of the country. Jack White was somewhat of a deception, because of the record for the month just closed and the heavy decrease both from September and from October 2 year ago. Thus, the total expenditures for the month of October were \$43,738,512, a decrease of 22.4 per cent from September and of 17.1 per cent from October, 1912. The September total this year, it might be recalled, showed a gain of 10 per cent over the like month of a year ago, but the heavy drop in October shows that the operations of the Master Class in many cities was to cause something like a hot-house movement in Kansas City in the month of September, which ceased with the passing of that month.

"Only 88 cities of the 94 showed gains in October over the like month of a year ago, while 56 showed decreases. The total value of building in October in the 94 cities was \$43,738,512 compared with \$54,765,502. For the ten months of 1913, the aggregate value was \$724,507,653, a decrease of 5.9 per cent from 1912, which year showed a net gain of 7.1 per cent over 1911. The total for October compared with 1912 was \$1,000,000 less and \$63,720,880 in August and \$75,017,875 in July.

COLORED BROTHERS AUTHORITATIVE

(Special to Solidarity) Calif. Sacramento, Nov. 10. Two more men have been indicted for murder in connection with the Wheatland hot field strike. The two are Harry D. Subr, L.W.W. man, and Neil Nelson, an employee of Durst Brothers, the hot field strike.

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RECOGNIZING A "BULWARK OF CAPITALISM"

The "marriage" of the Civic Federation and the labor officials of the American Federation of Labor is too well known and recognized to need any further proof for purposes of elucidation.

"Within the last week or two a story has been printed in a few newspapers that the National Association of Manufacturers and the officials of the American Federation of Labor have come to an understanding, and that 'sweet serenity' now prevails.

This "official" explanation is hardly conclusive enough to the man up a tree. The alleged "serious setback" of the N. A. M. as a result of the loss of the "bulwark" of the "organized labor" on the part of that body.

But, while the A. F. of L. officials do not deny a possible change of front, they wish to imply that only "when the rights of the workers are recognized, an understanding can be reached."

Happily, however, the I. W. W. is in the field to block this little game. There is no evidence that the N. A. M. will cease its war upon the industrial workers of the world.

leaders, to assist in this process, should now be deemed advisable, will not appear until the students of the labor movement.

NATURE REBUKES CAPITALISM

Cleveland is snowbound. For all we here may know, Chicago and New York may also be snowbound. But at this writing, no information comes from either of these cities.

What American boy or girl has not read Whittier's "Snowbound"? "What matter if the North wind roar, in baffled rage about the door?"

But who would go back to the "good old days" of Whittier's "Snowbound" even if that were possible? Who wants independence at the price of social isolation, with the elimination of modern accessories to a more expansive existence?

Like the flood last spring, this present storm emphasizes the criminal incompetency of the capitalist system. Why this network of wires above ground? Why not have them beneath the soil, secure against snow and wind?

WE---THE INDIVIDUALS

Once more, we, the workers, are confronted with that paradoxical tragedy: Starving, because we have produced too much food; freezing, because we have produced too much clothing.

Again we swell the bread lines to their full strength of thousands, in all of the industrial centers of any size.

True, we know the remedy as we also know the means. Then why? We stumble over the reason when we look for it. The most of us content ourselves with the fact that WE are aware of the reason and the remedy.

Then there is another bunch of us, very few in numbers, who are possibly younger, more bouncy, more enthusiastic, and more idealistic.

Of course it will take some literature to supply each worker with a couple pamphlets and papers a week, but this is not as great a task as it would seem, as the shelves are full of overflowing and new ones being built.

THE MEXICAN STRUGGLE

"LAND AND LIBERTY" is a timely booklet, published by the Mexican Liberal Party. It contains several interesting articles by Ricardo Flores Mason and A. De P. Arango.

The book reveals the class character of the war and its economic basis. It is a work of universal truth. It teems with uncompromising militancy and unflinching courage.

The Workers in Germany

By Caroline Nelson.

Special Correspondence to Solidarity. Will the fellow workers in America be able to understand that these little sketches I am writing about the workers in Germany are to my knowledge correct as far as they go, but very limited; and that I aim to present a picture of daily life rather than their aspirations and theories worked out for them by their leaders.

At the moment, I entered the last our American socialists have pointed to with pride, and as worthy of imitation. The first thing that greeted our eye was rare enough socialism of the immediate type.

As soon as one gets well outside the city limits, the scene is a picture of the middle states. No houses are to be seen—nothing but fields where men and women work together.

Twenty-five per cent of the German workers are in the shipbuilding industry. The workers here are almost all fighting their officers' bureaucracy as they are fighting the bosses.

Supposing the socialists get the majority of members in the Reichstag, what then? Then they are out. But how much? Let us see. Germany consists of 25 states, each governed by its own parliament.

The German workers in the winter time now done in a few weeks, and for four or five months in the winter. The same nations that we find in the industrial centers in the eastern part of the United States.

Polish peasants are absolutely heartless and brutal. Their hands, they began to buy up land there; or, the government did, to settle German farmers.

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